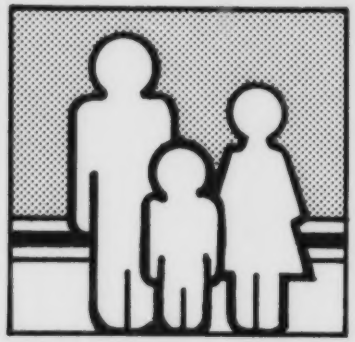
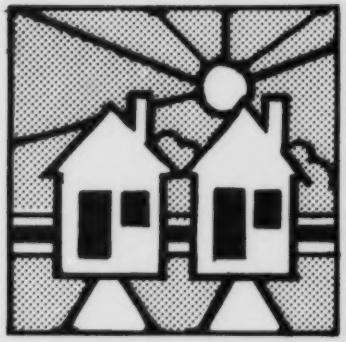
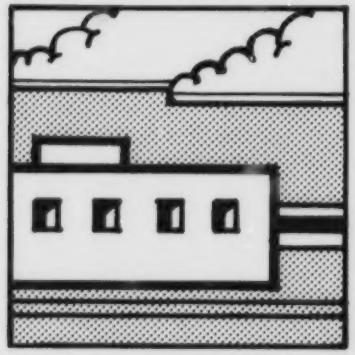






MONTROSE SANTA ROSA

AREA REDEVELOPMENT PLAN

BYLAW NO. 6767 JANUARY, 1983

MUNICIPAL PLANNING COMMISSION
ACTION: SUPPORTED - 1982 09 23

APPROVED
As to Form "D. WAIKISS"
Municipal Planning Commission
"D. A. LYCHAK"
Secretary

MONTROSE/SANTA ROSA AREA
REDEVELOPMENT PLAN BYLAW
BYLAW NO. 6767

A Bylaw to designate the Montrose/Santa Rosa as a Redevelopment Area, to adopt the Montrose/Santa Rosa Area Redevelopment Plan as the Montrose/Santa Rosa Area Redevelopment Plan and to impose a Redevelopment Levy on Developments within the Redevelopment Area.

WHEREAS the Montrose/Santa Rosa Area is a changing area within the City of Edmonton; and

WHEREAS it is deemed in the public interest to pass a Redevelopment Plan Bylaw for the Montrose/Santa Rosa Area, pursuant to section 66 of the Planning Act, R.S.A. 1980, c.P-9, as amended; and

WHEREAS a redevelopment levy may be imposed by council on certain developments within the Montrose/Santa Rosa Area, pursuant to section 66 of the Planning Act;

Now therefore the Municipal Council of the City of Edmonton, after due compliance with the provisions of the Planning Act, and duly assembled, heereby enacts as follows:

1. The Montrose/Santa Rosa Area as shown on the map annexed hereto as Schedule "A", is hereby designated as a redevelopment area (hereinafter referred to as "the Redevelopment Area"), pursuant to s. 65(a) of the Planning Act, for the purposes defined therein.

2. The Montrose/Santa Rose Area Redevelopment Plan annexed hereto as Schedule "B" is hereby adopted as the Montrose/Santa Rosa Area Redevleopment Plan, pursuant to s. 65(b) of the Planning Act.

3. (a) As a condition of the issuance of a redevelopment permit in the Redevelopment Area, a redevelopment levy shall be imposed as follows:

   (i) a redevelopment levy in the amount of Eight Hundred ($800.00) Dollars per dwelling unit shall be imposed on each successful applicant for a development permit for a residential development or that portion of a mixed-use development that is for residential use, in the Redevelopment Area; and

   (ii) a redevelopment levy of Nine ($9.00) Dollars per square metre of net floor area, as that term is defined in Bylaw No. 5996 being the Edmonton Land Use Bylaw as amended, shall be imposed on each successful applicant for a commercial, industrial or office development, or that portion of a mixed-use development that is for commercial, industrial ur office uses.

(b) Nothwithstanding subparagraph (a), the following classes of development are exempt from the said redevelopment levy charge:

   (i) non-profit housing projects constructed by non-profit corporations as defined in The National Housing Act, R.S.C. 1980, as amended;

   (ii) single detached housing, semi-detached housing and duplex housing;

   (iii) those developments requiring Class A Development Permits, pursuant to 5.14.2 of Bylaw No. 5996, the Edmonton Land Use Bylaw, as amended.

(c) If the redevelopment levy is not paid in full upon its imposition, then as a condition of issuing a development permit in the Redevelopment Area the applicant for a development permit shall enter into an agreement to pay the redevelopment levy; which agreement shall be in the form marked Schedule "C" annexed hereto.

READ a first time this 26 day of October A.D. 1982;
READ a second time this 26 day of October A.D. 1982;
READ a thrid time and duly passed this 11 day of January A.D. 1983.

THE CITY OF EDMONTON

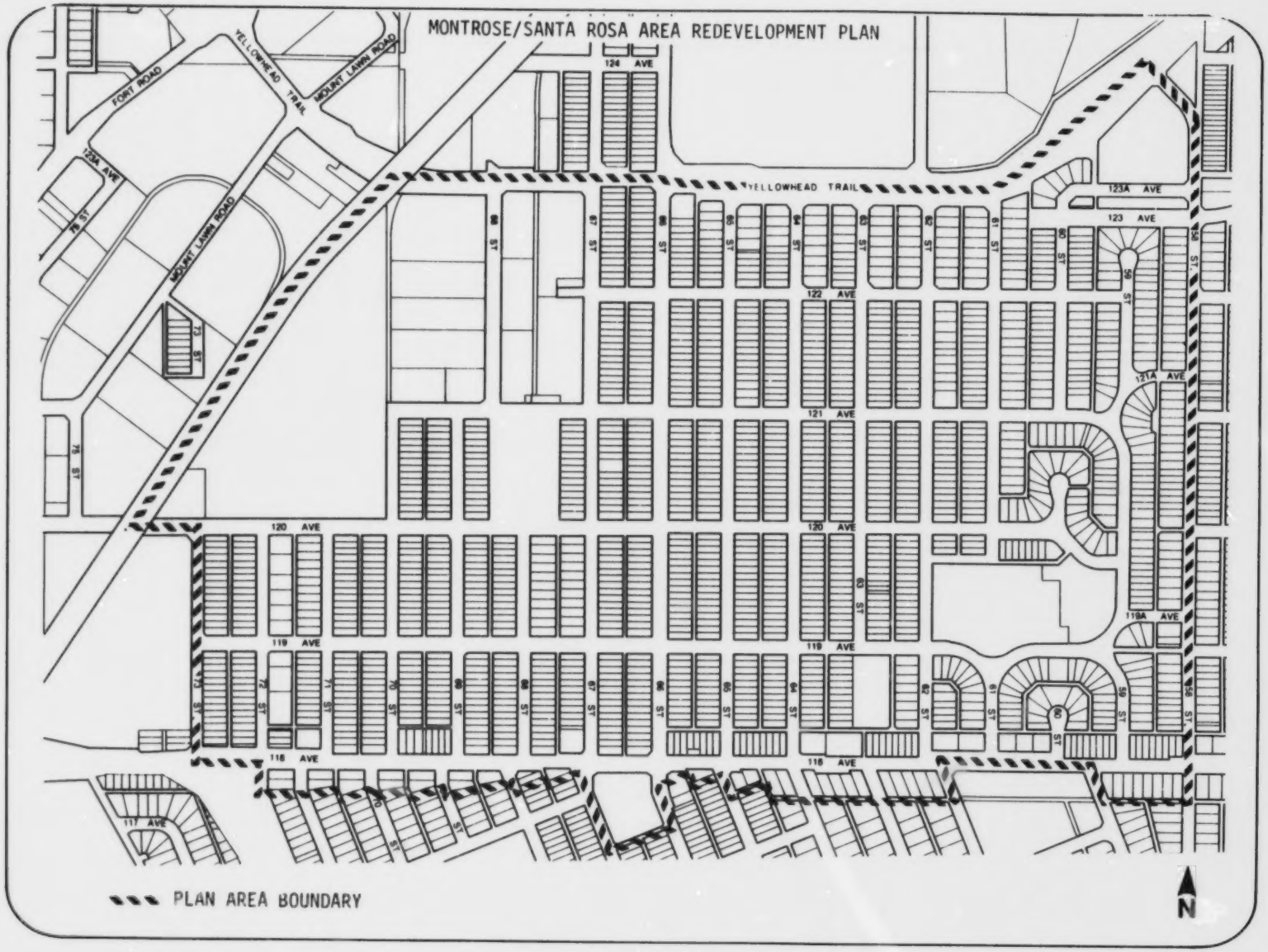
"C. J. PURVES"

MAYOR

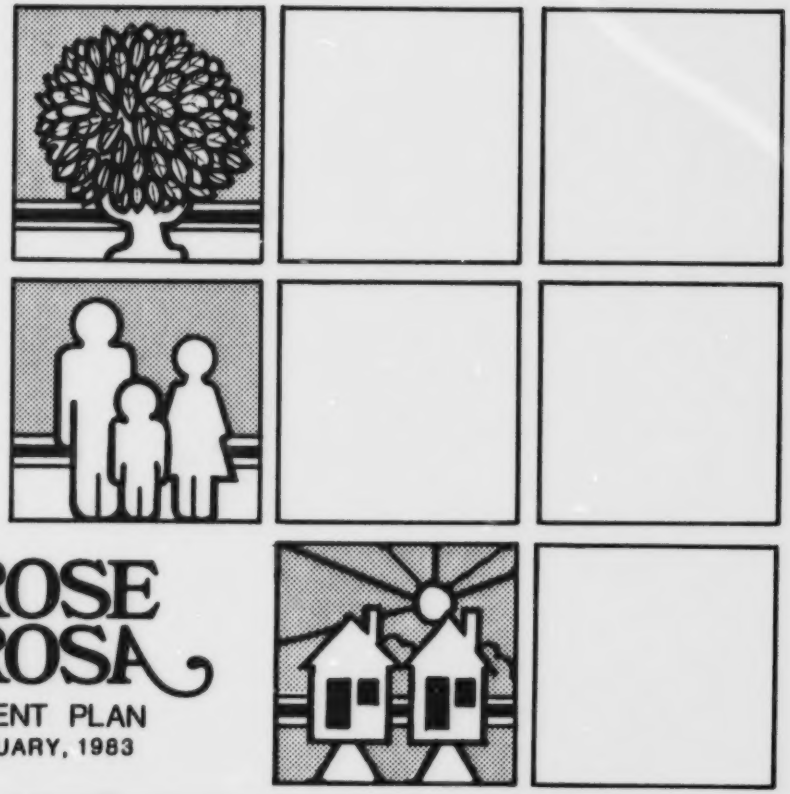
"C.J. McGONIGLE"

CITY CLERK

SCHEDULE A TO BYLAW 6767



"SCHEDULE B TO BYLAW #6767"



MONTROSE SANTA ROSA

AREA REDEVELOPMENT PLAN

BYLAW NO. 6767 JANUARY, 1983

This Office Consolidation has been prepared for convenience of reference. Bylaw #6767 and Schedules thereto should be consulted for purposes of legal interpretation and application.

November, 1983

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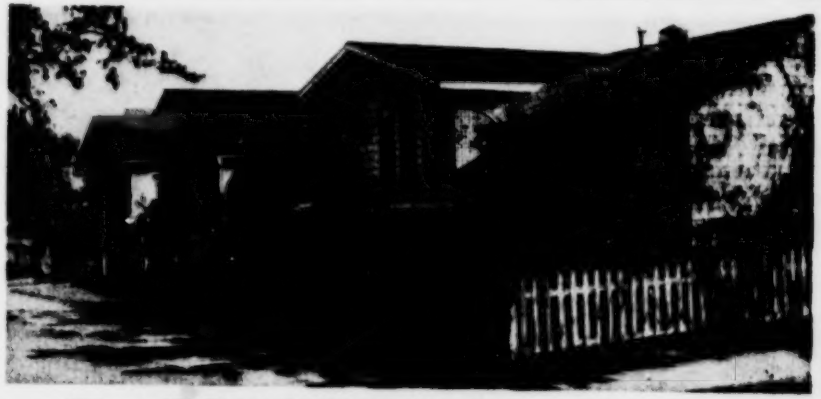
PREAMBLE



PLANNING FRAMEWORK

Sections 65, 66 and 67 of the Planning Act, Revised Statutes of Alberta, chapter P-9 provide for a Municipal Council to designate a redevelopment area and to adopt an Area Redevelopment Plan by Bylaw. The purpose of an Area Redevelopment Plan is to provide a direction for the orderly redevelopment of an older neighbourhood. Being an integral part of the hierarchy of statutory plans, an Area Redevelopment Plan must conform to all legislation previously enacted or obtain amendments when necessary. That legislation, in this case includes the Edmonton Regional Plan and the General Municipal Plan.

The Regional Plan designates the Montrose/Santa Rosa area as "General Urban" which accommodates the land use proposals contained in the Montrose/Santa Rosa Area Redevelopment Plan. Regarding inner city neighbourhoods, the General Municipal Plan sets out the following objective: 2.A.q to "create conditions which will encourage the rejuvenation of established neighbourhoods through rehabilitation of existing housing stock and small-scale redevelopment, while preserving the essential character of these neighbourhoods as desirable family areas."

Montrose/Santa Rosa is an inner city neighbourhood and therefore policies and objectives contained in the General Municipal Plan regarding established neighbourhoods are refined and implemented through the Montrose/Santa Rosa Area Redevelopment Plan. Specifically these policies and objectives are outlined as follows along with their respective reference numbers:

Growth Strategy

B.5 Increasing compactness of residential development.

B.6 Priority on existing developed areas for:

a) accommodating growth in order to better utilize existing services and infrastructure; and
b) improving services where necessary.

D.13 Priority upon improving the quality of the environment.

Objectives and Policies

5.B To increase the amount of future housing accommodated in the inner city, with a strong emphasis on family housing and requiring redevelopment to occur on a dispersed basis rather than concentrated in only a few areas.

5.B.6 To establish density nodes around L.R.T. stations.

6.A.4 To encourage the development of intensive mixed-use employment nodes at L.R.T. stations.

6.G To stabilize, consolidate, and improve established strip commercial areas, and accommodate a wide variety of commercial activities having due regard to the maintenance of the character and amenities of adjacent residential areas.

7.B To encourage the relocation and upgrading of obsolete or noxious industrial uses in the inner city.

8.D To minimize the impact of transportation on inner city communities.

AN AREA REDEVELOPMENT PLAN FOR MONTROSE/SANTA ROSA

The Montrose/Santa Rosa neighbourhood was identified in the 1979 Selection Report (prepared by the Planning Department for the purpose of selecting new areas for neighbourhood planning) as a high priority area for the Community Services Programme. The Programme was jointly funded by the federal, provincial and civic governments. Consequently, on 1979 10 16, City Council directed the administration to apply to the Province for funding under the Community Services Programme and in conjunction with the Programme, prepare a community plan for Montrose/Santa Rosa. The application was approved by the Province in February, 1980 and the preparation of an Area Redevelopment Plan began in May, 1980.

DEFINITION OF PLAN AREA

The Montrose/Santa Rosa neighbourhood is located in the northeast sector of Edmonton, bounded on the east by 58 Street, on the west by the L.R.T. track and 73 Street, on the south by 118 Avenue, and on the north by Yellowhead Trail. The south side of 118 Avenue is also included in the Plan area so that both sides of the avenue can be dealt with as a unit. Schedule "A" shows the location of the neighbourhood.

PLAN PROCESS AND PUBLIC PARTICIPATION

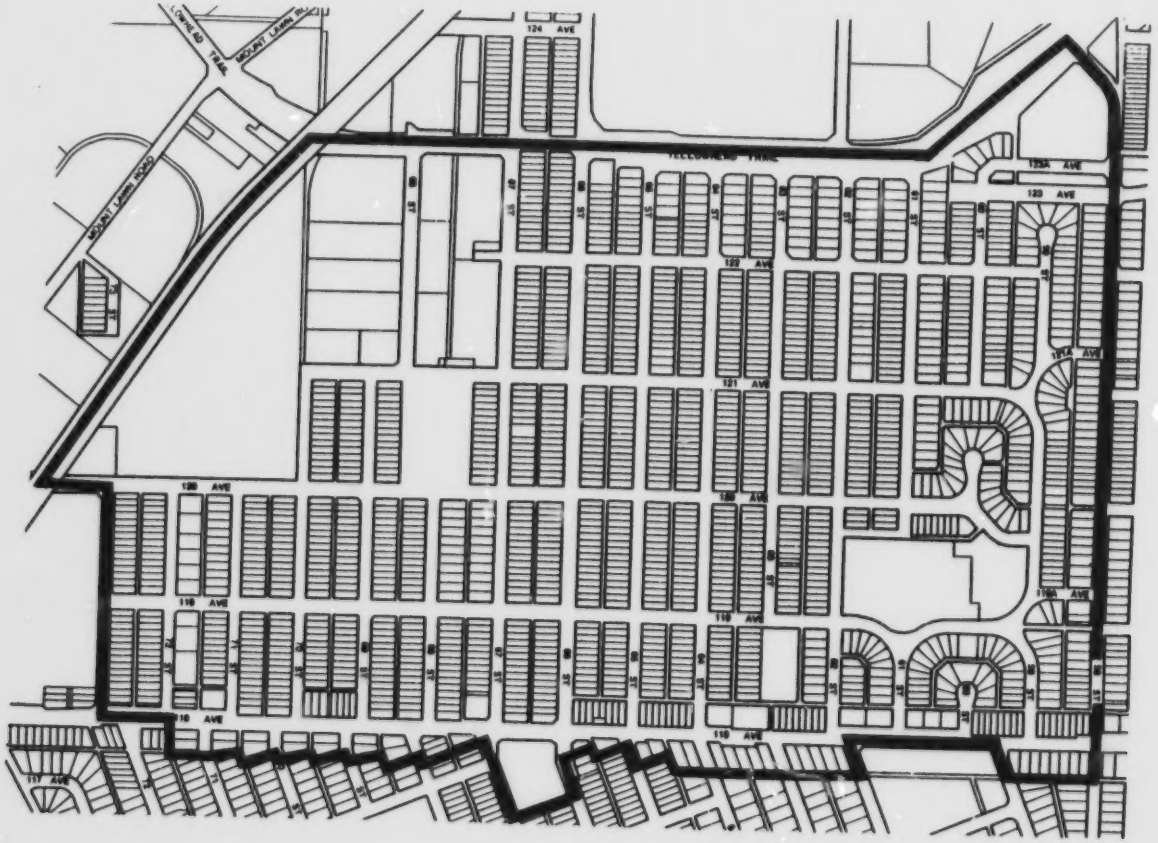
Recognizing the value of public input during the plan process the Montrose/Santa Rosa plan team endeavoured to involve interested members of the public via the establishment of a Citizen Liaison Committee. The Montrose/Santa Rosa Active Citizens Committee (M.A.C.) was established under the auspice of the Montrose Community League to facilitate public involvement for the development of the Area Redevelopment Plan. The M.A.C. Committee was charged with assisting and advising the Planning Department in identifying needs and issues in the neighbourhood and suggesting actions that should be included in the Plan. Regular meetings were held with the M.A.C. Committee throughout the entire plan process and public meetings involving the whole community were held at critical stages of the plan process such as issue identification and review of the draft plan.

As the first step toward developing the Area Redevelopment Plan, a Community Profile Report was prepared in July, 1980 to present a variety of factual information pertaining to Montrose/Santa Rosa. Subsequent to the Profile Report, a community questionnaire and two workshops were conducted to identify needs and issues confronting the community. The issues were finalized in December, 1980 and an Issue Report was presented to Council as information.

Based upon the issues, objectives for the plan area were defined and alternative strategies to achieve the objectives were developed. The alternative strategies were discussed with the local public and a working paper was prepared outlining the major proposals and strategies. The working paper was reviewed by local businessmen, industrialists, community groups, and the administration.

PLAN AREA BOUNDARY

SCHEDULE A



PLAN FORMAT

The Montrose/Santa Rosa Area Redevelopment Plan is intended to facilitate the presentation of a series of objectives along with the policies and recommended actions developed to achieve them. Policies are organized in four categories: land use, transportation, recreation, and municipal services. They range from general to specific, applying to the entire or a portion of the plan area.

This document is one part of a three part series. The Background Report includes supplemental material, statistics and historical information on the Montrose/Santa Rosa plan area. The implementation document outlines all actions the Civic Departments are required to undertake to implement the plan.

THE NEIGHBOURHOOD OF MONTROSE/SANTA ROSA

Montrose/Santa Rosa had a population of 3,336 in 1979 living in 1,290 households. This represents an average household size of 2.58 persons. The total population of the neighbourhood has been declining steadily over the past ten years from 4,542 in 1969 to 3,336 in 1979. This represents an average decline of 2.7% per year. In terms of age composition of the overall population, like most inner-city communities, Montrose/Santa Rosa has a high percentage of senior citizens (13%) and a low percentage of people under 20 years of age (26%) compared to the City average (30%).

The neighbourhood has an area of approximately 90 hectares made up of a variety of land uses. The residential component accounts for 50% of the area and is characterized by older single detached family housing. Industrial activities are the second major land use occupying 18% of the community. The industries are located in the northwest sector of the neighbourhood and are designated as heavy and medium industrial districts in the Land Use Bylaw. Commercial land uses range from highway oriented commercial to neighbourhood convenience stores. Most of the commercial establishments are located near the Coliseum and along 118 Avenue.

In selecting Montrose/Santa Rosa for an Area Redevelopment Plan area, the area was considered to be a potentially stable residential neighbourhood that was encountering land use incompatibilities, redevelopment pressures and moderate need for environmental improvement. The land use incompatibilities are caused by conflicts between the residential area within the neighbourhood and the industrial area within and around Montrose/Santa Rosa. The redevelopment pressures are related to Northlands Coliseum and the Coliseum Light Rail Transit station. There are also a number of roadway improvements which would affect the neighbourhood. These include the future extension of the Capilano Freeway, the eventual completion of Yellowhead Trail and the widening of 118 Avenue.

ISSUES

Five major issues confronting Montrose/Santa Rosa were identified. They are as follows:

1. Land Use - The Montrose/Santa Rosa industrial area is perceived by community residents and the Planning Department as an incompatible land use with the adjacent residential area. This incompatibility stems from the fact that many of the industries are poorly maintained and have unsightly storage areas. Also, there is redevelopment potential for the vacant Burns site and the commercial area adjacent to the Northlands Coliseum because of their proximity to the Coliseum Light Rail Transit station and the Northlands Coliseum. There is also development potential for the vacant land along the Yellowhead Trail. However, concern has been expressed by community residents that Montrose/Santa Rosa should be maintained as a low density residential area.

2. Transportation Conflicts - Nonresident parking and traffic congestion related to the Coliseum are identified as major transportation problems. This is particularly evident in the area west of 66 Street. Traffic short-cutting through the residential areas on 119 Avenue, 121 Avenue, 122 Avenue and 59 Street was also raised by residents. Another transportation issue is the need to address the problem of dangerous roadways and intersections identified by the community. Negative impact of major highways (Yellowhead Trail and Capilano Freeway) adjacent to the neighbourhood were also pointed out as issues to be addressed in the Plan.

3. Declining School Enrollments - Over the last ten yers, school enrollment in Montrose/Santa Rosa has declined steadily. As a result, both schools in the neighbourhood are currently operating well below their capacities. If this trend continues, it may force the closure of one or both of the schools. Community residents and the Planning Department feel that the two schools are assets to the neighbourhood. The closure of one or both of the schools would negatively affect the community because Montrose/Santa Rosa might be less attractive to potential home buyers with school age children. As well, the two schools serve as a focal point for the community.

4. 118 Avenue Commercial Strip - The 118 Avenue commercial strip adjacent to Montrose/Santa Rosa is visually unattractive, underutilized and declining in its role as a local shopping area. In addition, parking facilities are deficient in most of the existing commercial establishments and pedestrian safety along 118 Avenue is a major concern. In order to deal with 118 Avenue in a complete fashion, the south side of the avenue is included in the plan area.

5. Community Security - Residents in the neighbourhood have indicated petty crimes and vandalism are common problems throughout the area. This issue cannot be dealt with within the scope of an area redevelopment plan bylaw. However, by addressing the other issues, the problem of community security may be partially alleviated.

GOALS

Based on the identified issues and potentials of the neighbourhood, the following overall goals have been developed:

1. To maintain Montrose/Santa Rosa as a stable family oriented residential neighbourhood.

2. To preserve the low density residential character of the neighbourhood while accommodating redevelopment activities related to the Coliseum L.R.T. station and Capilano Freeway.

3. To provide higher density housing development or redevelopment in the vicinity of the Coliseum Station to facilitate greater usage of the L.R.T.

4. To minimize conflicts between various types of land uses within and around the neighbourhood.

5. To provide a variety of housing types, with a strong emphasis on family housing.

6. To manage traffic and parking in the community, particularly non-resident parking generated by the Northlands Coliseum, Exhibition Grounds and Commonwealth Stadium.

7. To improve and consolidate commercial development along 118 Avenue in order to better serve the surrounding neighbourhoods.

8. To provide opportunities to improve the safety and security of the neighbourhood.

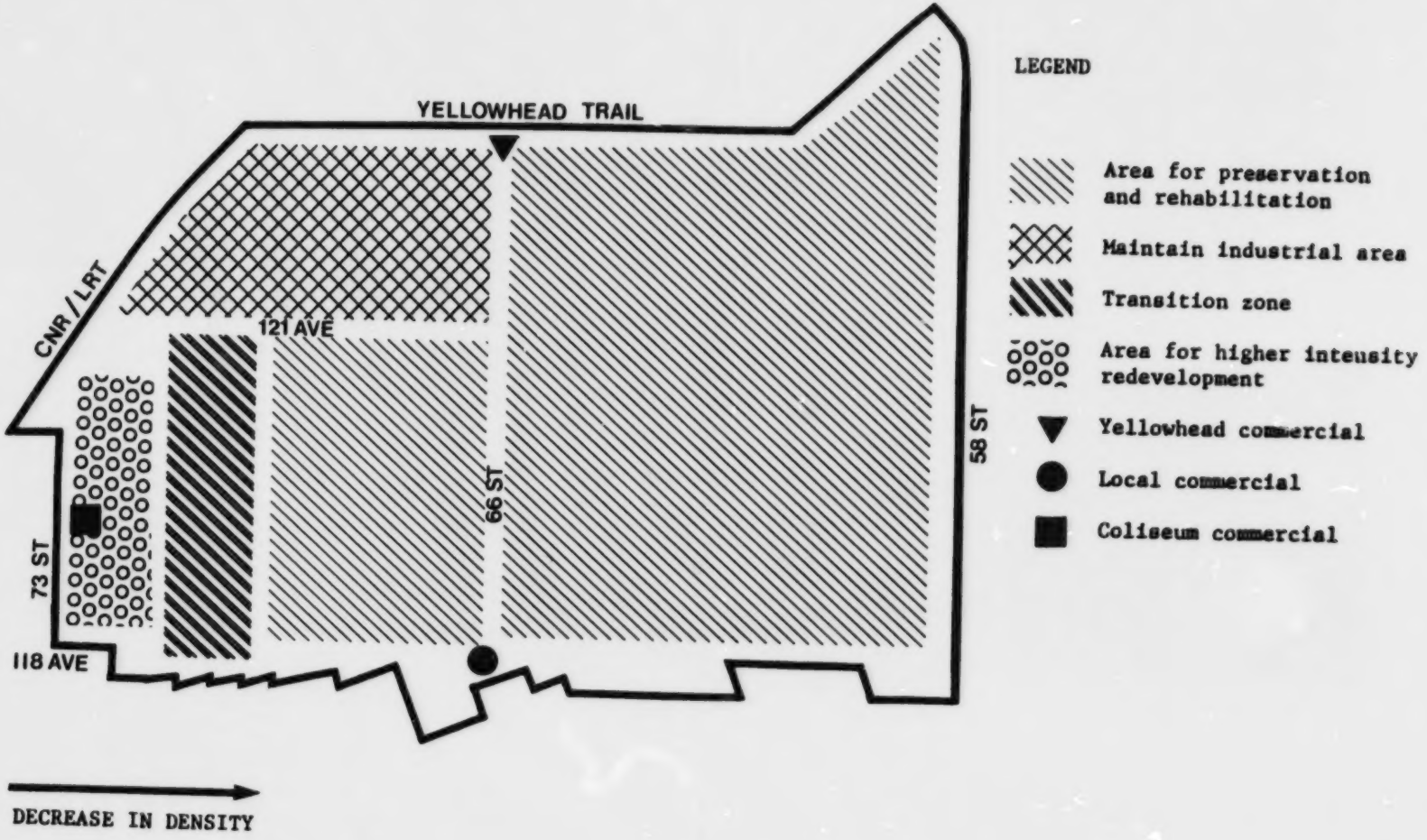
9. To ensure a sufficient level of municipal services including parks and recreation space in the community.

10. To provide detailed direction to implement the policies of the General Municipal Plan pertaining to Montrose/Santa Rosa.

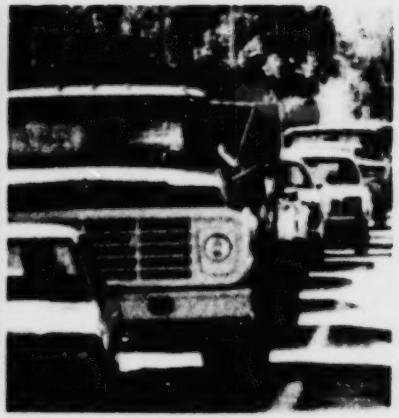
OVERALL DEVELOPMENT CONCEPT

The overall development concept for Montrose/Santa Rosa is based upon the existing land use pattern, transportation system, city policies, development trends and general planning principles. The concept is to focus higher intensity development near the Coliseum Light Rail Transit station and arterial roads, while preserving and rehabilitating the remainder of the neighbourhood for low density residential land uses. The intensity of development would decrease from high to moderate to low eastward from Northlands Coliseum. The industrial sector in Montrose/Santa Rosa would be maintained but upgraded to minimize conflict with the neighbouring residential area. Commercial developments will be consolidated to form three major commercial nodes. The area adjacent to 73 Street and 72 Street will provide business offices and commercial establishments that cater to Northlands Coliseum. The area around the 66 Street/Yellowhead Trail intersection will be designated for commercial development relating to Yellowhead Trail and the industrial districts. The 118 Avenue commercial strip will be maintained and upgraded for local shopping needs.

OVERALL DEVELOPMENT CONCEPT



LAND USE POLICIES



INTRODUCTION

The policies and interpretations stated in the following sections of the Montrose/Santa Rosa Area Redevelopment Plan shall apply to the entire Plan area as described in Schedule"A", except where stated otherwise.

For the purpose of this Bylaw, "Policy" shall mean the policy of Council with respect to all matters relating to the Montrose/Santa Rosa Plan Area.

Statements under the heading "Objective" provide the justification for the corresponding policies and are intended to assist in interpreting policy implications with respect to implementation or enforcement where this may be necessary.

Statements under the heading "Summary of Action" serve to identify the implementation and enforcement authorities charged with carrying out the Plan policies.

All drawings are included for illustrative purposes. Maps referred to as Schedules are included by law as part of the Plan Bylaw.

It is the Policy of Council that;

RESIDENTIAL COMPONENTS IN MONTROSE/SANTA ROSA BE INCREASED IN DENSITY IN SELECTED LOCATIONS AS DETAILED IN SUBSEQUENT POLICIES.

Objectives

- To reinforce the residential land use component in Montrose/Santa Rosa.
- To halt declining population in Montrose/Santa Rosa.
- To provide additional housing near the L.R.T. station.

Summary of Action:

Specific actions are outlined in subsequent policies.

Explanations

- The General Municipal Plan provides direction for inner-city housing in Objective 5.B: "To increase the amount of future housing accommodated in the inner city, with a strong emphasis on family housing and requiring redevelopment to occur on a dispersed basis rather than concentrated in only a few areas".
- Montrose/Santa Rosa has experienced population decline over the last ten years.
- This policy will provide opportunity for population increase in the neighbourhood.
- When Montrose/Santa Rosa was selected for the Community Services Programme, the area was considered to be a viable residential neighbourhood.

It is the Policy of Council that;

FUTURE RESIDENTIAL DEVELOPMENT IN MONTROSE/SANTA ROSA WILL, WHERE POSSIBLE, PROVIDE FOR A MIX OF UNIT TYPES AS DEFINED BY SIZE, AMENITY SPACE, AND ACCESS. FAMILY-ORIENTED HOUSING WILL BE ESPECIALLY ENCOURAGED.

Objectives

- To provide for a variety of housing accommodation close to the L.R.T. station through the introduction of a wide range of housing forms and densities.
- To encourage innovative designs with better integration into existing built forms of the neighbourhood.
- To reinforce the residential nature of the community.
- To encourage the development of family oriented housing.

Summary of Action

- The administration will encourage development applications which provide for family-oriented housing as well as applications which propose to provide a variety of unit types within individual developments.

Explanations

- Existing residential uses in the neighbourhood are mainly single family detached houses and walk-up apartments and do not provide a variety of housing accommodation.
- Today's lifestyle and economic climate demand a variety of housing accommodations.
- Family-oriented residential redevelopment is encouraged to help accommodate the housing demand of families with children and will ensure that future development here is compatible with the existing residential character of Montrose/Santa Rosa.
- This policy is consistant with General Municipal Plan Policy 5.B.1 which states that the City will "permit relatively higher denisty residential development to take place throughout the inner city, with an emphasis on family suitable housing".
- This policy is consistent with General Municipal Plan Policy 5.B.2 which states that the City will "encourage variety in the types and density of residential land uses accommodated in inner city areas".

It is the Policy of Council that;

A TRANSITION ZONE BE ESTABLISHED FROM 70 STREET TO 73 STREET BETWEEN 118 AVENUE AND 120 AVENUE, FOLLOWING THE DESIGN CONCEPT OUTLINED BELOW:

(i) maximum building height and density shall occur in the area along 73 Street;

(ii) building heights and densities shall decrease gradually eastward from 73 Street to 70 Street;

(iii) commercial land uses shall decrease eastward from 73 Street to 70 Street;

(iv) residential land uses shall increase eastward from 73 Street to 70 Street;

(v) building heights and densities on 70 Street shall be compatible with existing residential character of 69 Street south of 120 Avenue.

Objectives

- To minimize the impact of Coliseum and Capilano Freeway related development on the existing residential neighbourhood.
- To allow for a controlled high intensity development which is sensitive to the impact of the Coliseum, Capilano Freeway, and L.R.T. station.

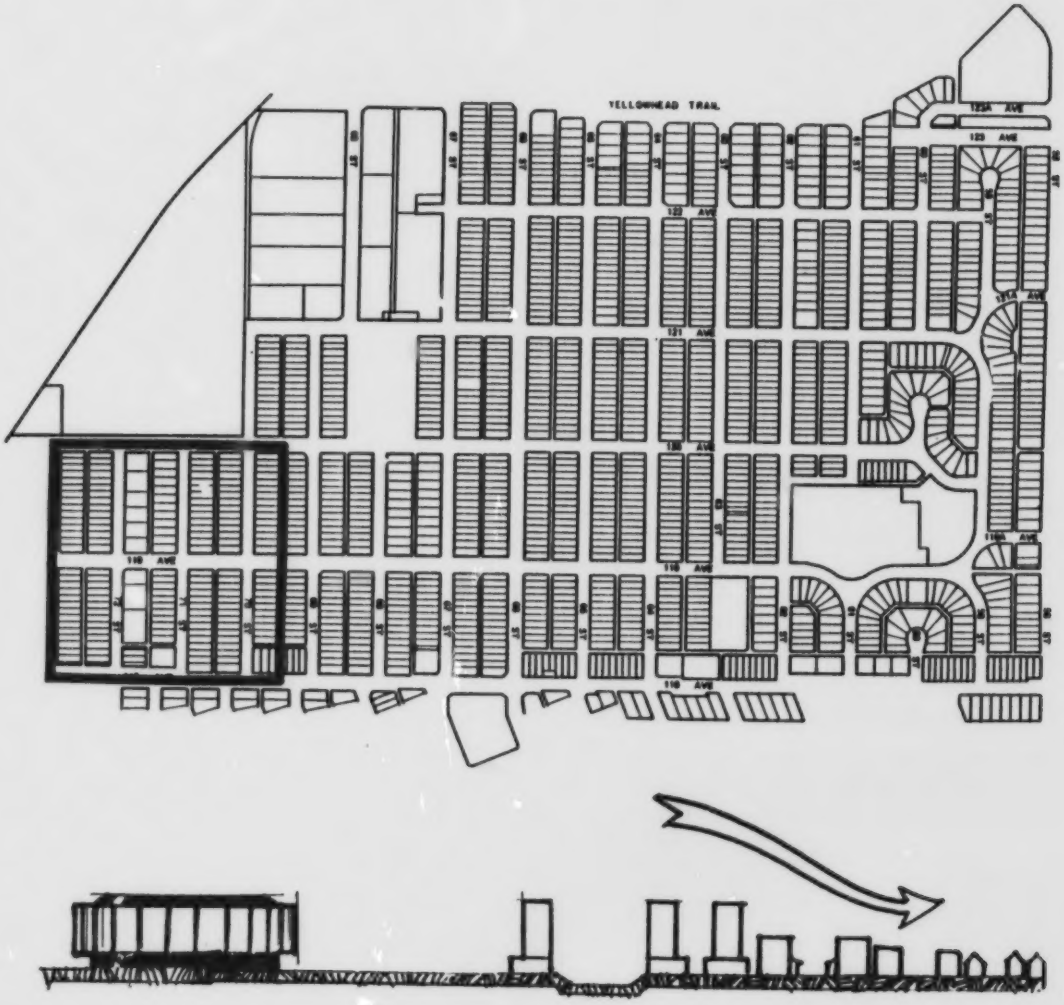
Summary of Action:

- The Development Officer will review development applications so as to apply the criteria outlined above.
- Specific actions to implement the transition zone are detailed in subsequent policies.

Explanations

- This policy will seek to balance the need for high intensity development and the desire to preserve the overall low density character of Montrose/Santa Rosa.
- This area is appropriate for a transition zone due to the nature of its existing condition: the areas along 73 and 72 Streets are composed of a mixture of industrial - and highway-oriented commercial uses. The areas along 71 and 70 Streets are mainly single-family detached housing. Most of the houses there are owned by absentee landlords and in relatively poor condition.
- The criteria set out in this policy will establish the general framework for the creation of a transition zone as directed by the General Municipal Plan in Policy 5.B.6: "The City will, as part of the District Planning process and Area Redevelopment Plan process, utilize the following guidelines when recommending the establishment of density nodes:
  (a) an increase in the density of development should be limited to a radius of 365 metres or 3 blocks, whichever is greater, from the centre of a L.R.T. station;
  (b) development within the area described in (a) should reflect a transition between the centre and edge..."

DECREASING HEIGHT AND DENSITY



It is the Policy of Council that;

FUTURE EXPANSION OF THE NORTHLANDS EXHIBITION GROUNDS SHALL BE LIMITED ON ITS EASTERN BOUNDARY TO THE CAPILANO FREEWAY.

Objective

- To minimize the impact of the Exhibition Grounds on the remaining portion of the neighbourhood.

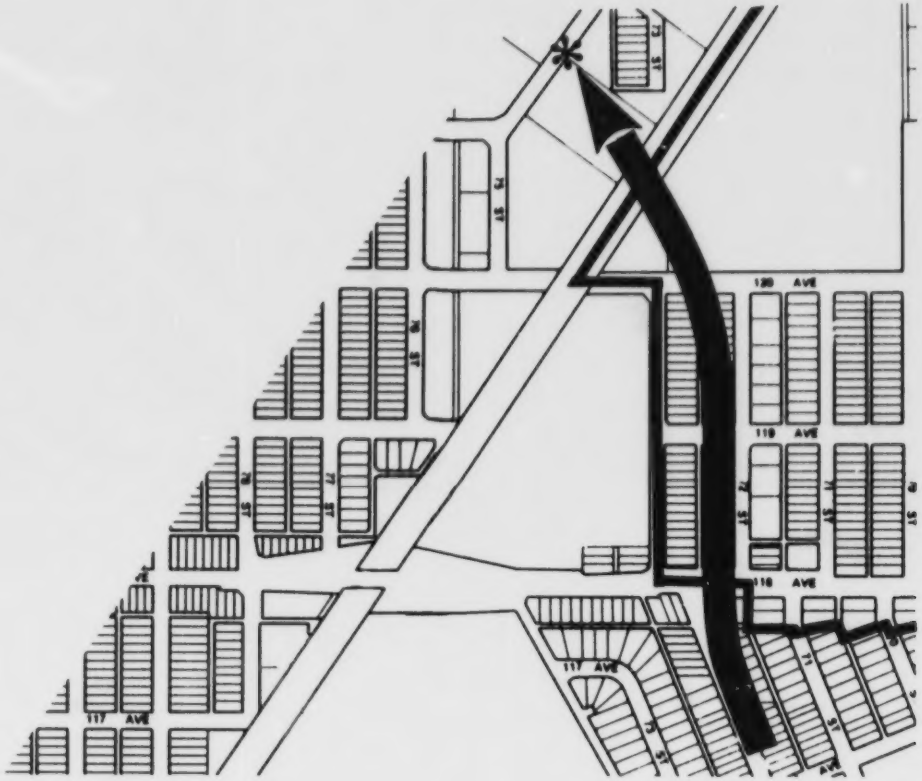
Summary of Action

- Council will implement this policy when initiatives are undertaken to expand Northlands Exhibition Grounds to the east of Capilano Freeway within the plan area.

Explanations

- Future development in the area can be more certain if the expansion of Northlands Exhibition Grounds is defined.
- The Capilano Freeway is a logical and well defined boundary which conforms to the boundary approved by Council in 1972 for future expansion of Northlands Exhibition Grounds.
- The internal development of Northlands Exhibition Grounds is not subject to this Bylaw.

APPROVED EXHIBITION AREA



* PRELIMINARY FREEWAY ALIGNMENT

It is the Policy of Council that;

UPON COUNCIL APPROVAL OF THE NORTHEAST CORRIDOR FUNCTIONAL PLANNING STUDY, LAND USES ADJACENT TO THE CAPILANO FREEWAY WILL BE REVIEWED IN LIGHT OF THE ACTUAL ALIGNMENT OF THE ROADWAYS.

Objective

- To ensure compatibility between the Capilano Freeway and adjacent land uses.

Summary of Aciton

- Council will instruct the Planning Department to review the land uses adjacent to the Capilano Freeway upon approval of the Northeast Corridor Functional Planning Study.

Explanation

- The Northeast Corridor Functional Planning Study will not be ready for Council's approval until 1983.
- The actual alignment of Capilano Freeway may alter the compatibility of adjacent land uses proposed in this plan.
- When the actual alignment of Capilano Freeway is determined, additional residual land may result and proper uses should be determined.

It is the Policy of Council that;

THE CITY WILL ENDEAVOUR TO FIND AND DEVELOP SUITABLE SITES FOR COMMUNITY HOUSING WITHIN MONTROSE/SANTA ROSA.

Objective

- To provide housing opportunity for all sectors of Edmonton's population within Montrose/Santa Rosa.

Summary of Action

Council will instruct the Real Estate and Housing Department to implement this policy in their future development of community housing in inner city neighbourhoods.

Explanations

- There are presently few publicly-supported housing projects in Montrose/Santa Rosa.
- The General Municipal Plan and the 1980 Annual Housing Report support the provision of Community Housing in the inner city.

It is the Policy of Council that;

PRINCIPLES OF CRIME PREVENTION THROUGH URBAN DESIGN BE INCORPORATED IN FUTURE MEDIUM AND HIGH DENSITY RESIDENTIAL PROJECTS. SPECIFICALLY THE FOLLOWING SHOULD BE ENCOURAGED:

(i) designs which assign outdoor space to small and homogeneous user groups for their own use and control.
(ii) design of outdoor space that can be easily defined.
(iii) design of exterior spaces which can be surveyed from dwelling interiors.
(iv) design of dwelling entries along streets so that the street will seem to be part of the residential environment.

Objective

- To inhibit and reduce thefts and break-ins in Montrose/Santa Rosa through the use of innovative housing deisgn that incorporate principles of crime prevention.

Summary of Action

- The Development Officer will take this policy into consideration while approving development applications.

Explanation

- Residents in Montrose/Santa Rosa have indicated petty crimes such as theft and break-ins are common problems in the neighbourhood.

It is the Policy of Council that;

FUTURE DEVELOPMENT ON EITHER SIDE OF 71 STREET BETWEEN 118 AVENUE AND 120 AVENUE WILL BE IN THE FORM OF LOW RISE APARTMENT.

Objectives

- To serve as part of the transition zone between the high intensity use area to the west and the low density residential area to the east.
- To increase population in the neighbourhood, particularly around LRT stations.

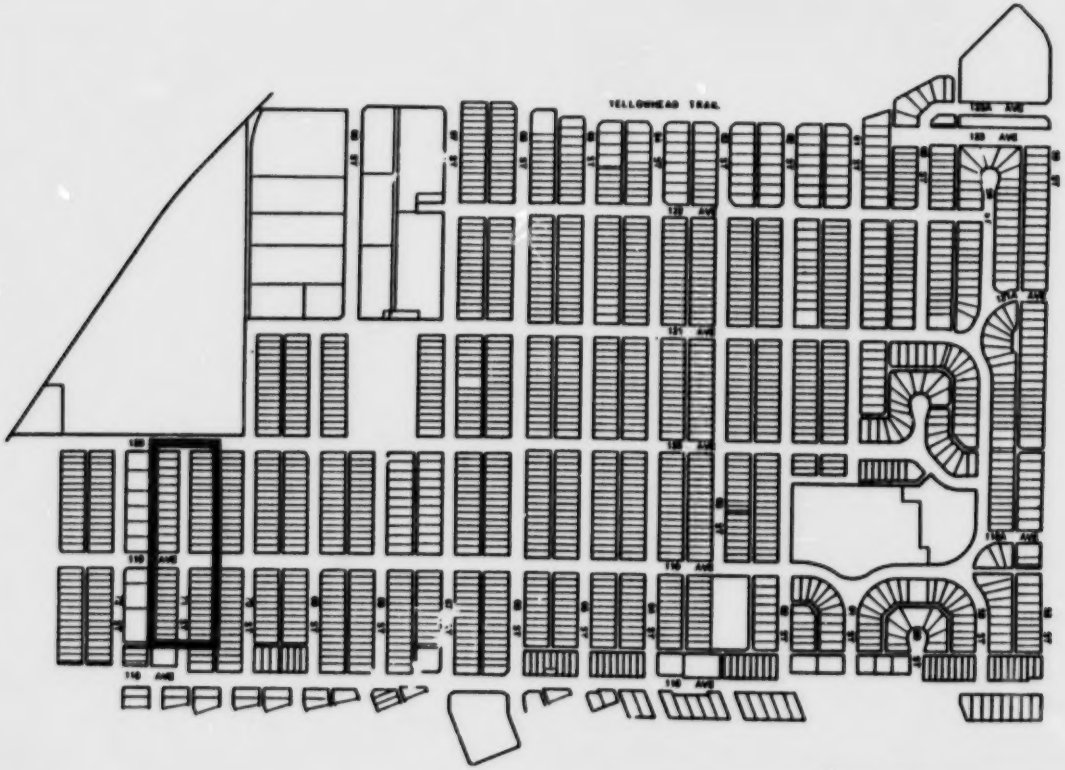
Summary of Action

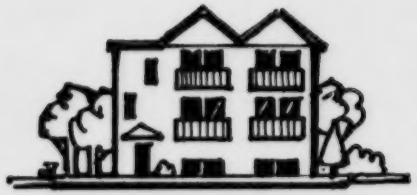
Council will amend the Edmonton Land Use Bylaw by redistricting from RF3 to RA7, as indicated in Bylaw 6768, a Bylaw to amend the Edmonton Land Use Bylaw.

Explanations

- This area is within walking distance of the Coliseum LRT station.
- This area forms part of the transition zone outlined in Policy 1.3. The establishment of a transition zone seeks to balance the need for high intensity development and the desire to preserve the low density character of Montrose/Santa Rosa.
- This area is presently composed of low density single-detached housing in relatively poor condition. Most of the housing units are tenant-occupied.

LOW RISE APARTMENT AREA





It is the Policy of Council that;

FUTURE DEVELOPMENT ON EITHER SIDE OF 70 STREET BETWEEN 118 AVENUE AND 120 AVENUE EXCLUDING THE PORTION FACING 118 AVENUE AS SHOWN ON SCHEDULE "B" BE IN THE FORM OF ROW HOUSING.

Objectives

- To serve as part of the transition area between the high intensity uses to the west and residential uses to the east.
- To increase family-oriented residential component in Montrose/Santa Rosa.

Summary of Action

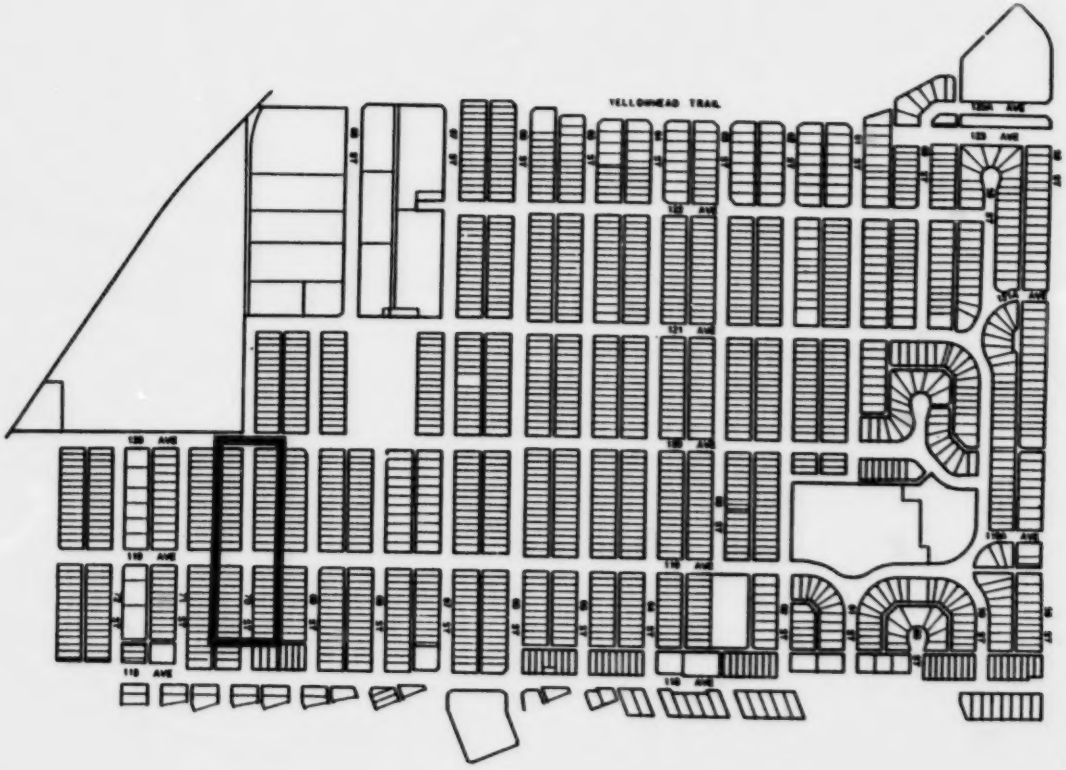
Council will amend the Edmonton Land Use Bylaw by redistricting from RF3 to RF5, as indicated in Bylaw 6768, a Bylaw to amend the Edmonton Land Use Bylaw.

Explanations

- This area forms part of the transition zone outlined in Policy 1.3. The establishment of a transition zone seeks to balance the need for high intensity development and the desire to preserve the low density character of Montrose/Santa Rosa.
- The proposed medium density row housing in this area provides a gradual transition in built form and density from the single-detached housing to the east.
- The proposed medium density row housing will provide accommodations which are suitable for families with children. This will bolster declining enrollment at the nearby elementary schools.
- This policy is consistent with General Municipal Plan Objective 5.B: "To increase the amount of future housing accommodated in the inner city, with a strong emphasis on family housing...".

TOWN AND ROW HOUSING AREA

SCHEDULE B



It is the Policy of Council that;

DEVELOPMENT IN THE AREA ALONG 67, 68, AND 69 STREETS BETWEEN 118 AVENUE AND 121 AVENUE EXCLUDING THE PORTION RELATING TO 118 AVENUE AS SHOWN ON SCHEDULE "C" BE MAINTAINED AS LOW DENSITY RESIDENTIAL BUT ALLOW FOR SMALL-SCALE REDEVELOPMENT.

Objective

- To allow for small-scale conversion and infill redevelopment that will ensure renewal and up-grading of the community, while preserving the low density, family-oriented character of this area.

Summary of Action

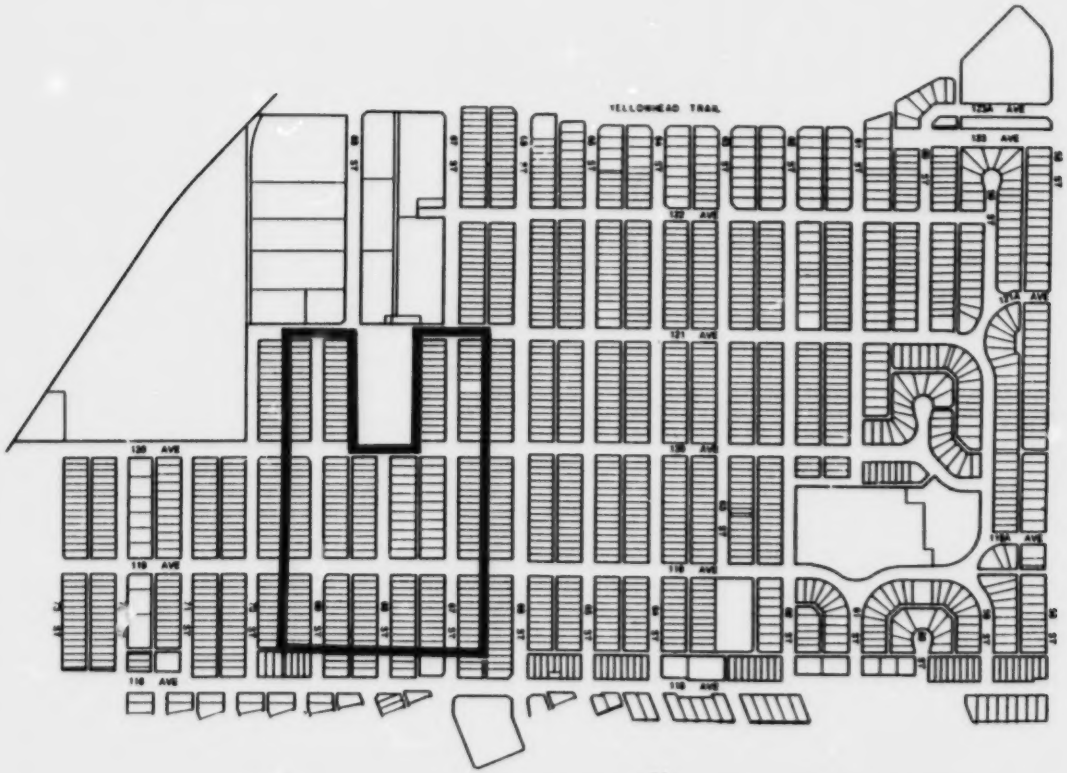
The Administration and Council will have regard for this policy when considering development and redistricting applications.

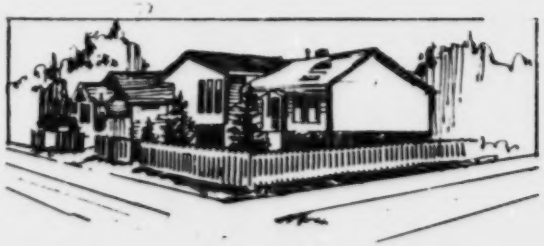
Explanations

- This area is predominantly low density residential in nature and the housing condition there is fair to good.
- The Santa Rosa Area Park within this area provides adequate neighbourhood park space and enhances the area as a low density residential area.
- Small scale redevelopment is compatible with the present character of the neighbourhood and will have a stabilizing effect on the area.
- This Policy conforms with General Municipal Plan Policies 5.B.7, 5.B.8 and 5.B.9 which state in part: "The City will encourage rejuvenation of predominantely low density inner city neighbourhoods through an emphasis on both rehabilitation and selective redevelopment."; "The City will, as part of the District Planning and Area Redevelopment Plan processes, establish residential densities on a block or site basis for low density neighbourhoods to reflect the desire to encourage a variety of housing types, encourage the rehabilitation of existing sound housing stock and recognize the opportunities and constraints of the area imposed by existing infrastructure or area amenities."; "The City will, in the interior of low density inner city neighbourhoods, encourage the maintenance and provision of family suitable dwelling units...".

LOW DENSITY RESIDENTIAL AREA

SCHEDULE C





It is the Policy of Council that;

THE PROPERTIES ALONG 118 AVENUE AND 66 STREET AS SHOWN ON SCHEDULE "D" BE DEVELOPED IN THE FORM OF LOW RISE APARTMENTS.

Objectives

- To encourage redevelopment at medium densities which will not have a negative impact on existing adjacent single family developments.
- To increase the population of the area and thus strengthen the local shopping area along 118 Avenue.
- To provide for higher density housing with design features to reduce noise impact along major transportation routes.

Summary of Action

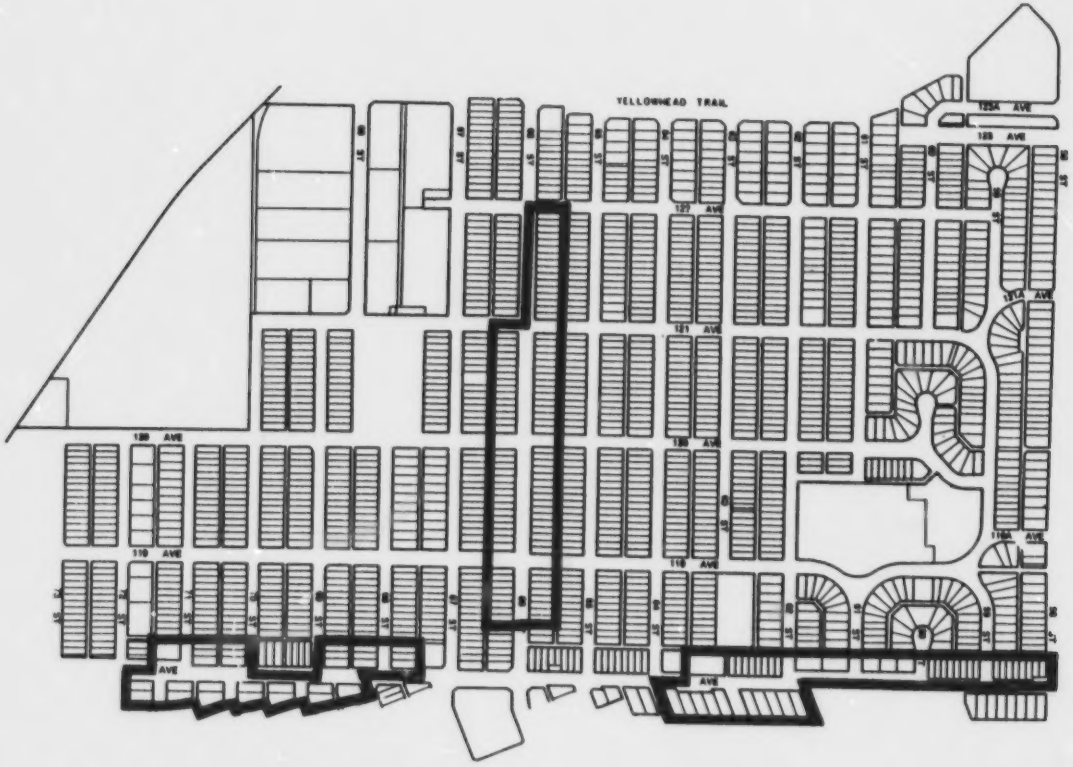
Council will amend the Edmonton Land Use Bylaw by redistricting from RF3 and CB-2 to RA7, as indicated in Bylaw 6768, a Bylaw to amend the Edmonton Land Use Bylaw.

Explanations

- The area is already developing to low rise apartment uses.
- Compared to the low density residential dwellings, design of low rise apartments are less vulnerable to adverse effects of 118 Avenue and 66 Street, which are arterial roads.
- The increase in population will strengthen the commercial node at 66 Street and 118 Avenue.

LOW RISE APARTMENT AREA ALONG 66 STREET AND 118 AVENUE

SCHEDULE D



It is the Policy of Council that;

DEVELOPMENT IN THE AREA EAST OF THE LANE BETWEEN 66 STREET AND 67 STREET AS SHOWN ON SCHEDULE "E" BE MAINTAINED AS LOW DENSITY RESIDENTIAL BUT ALLOW FOR SMALL SCALE REDEVELOPMENT.

Objective

- To allow for small-scale conversion and infill redevelopment that will ensure renewal and up-grading of the community, while preserving the low density, family-oriented character of this area.

Summary of Action

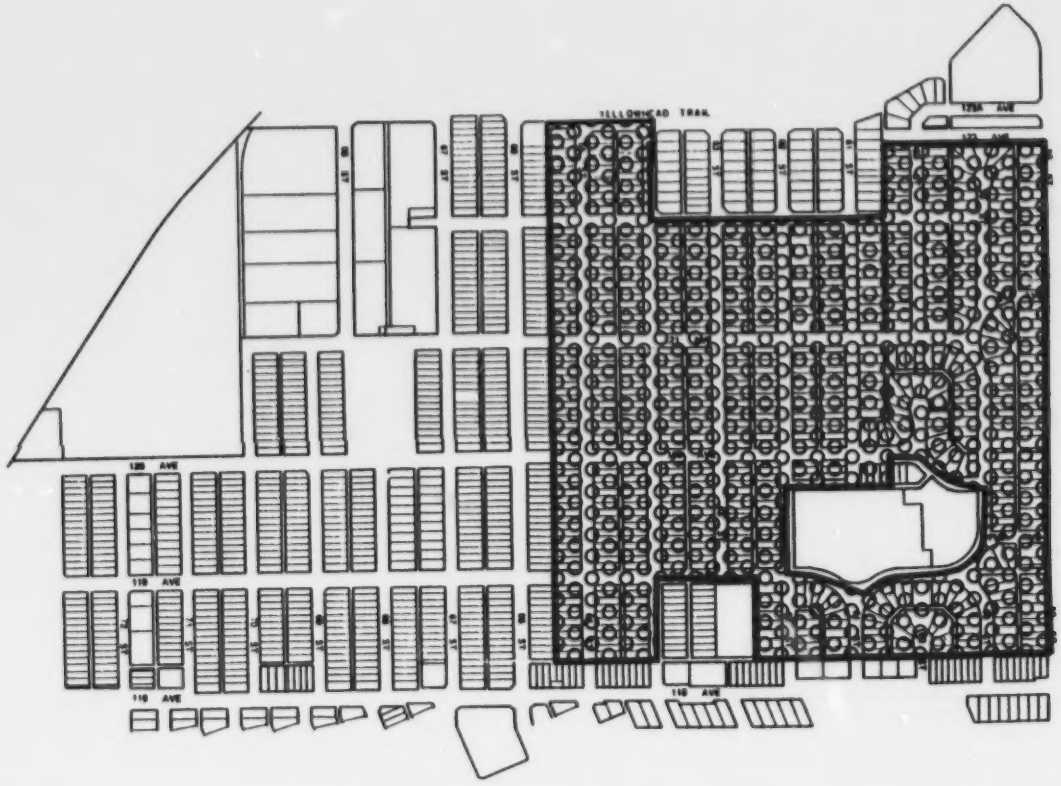
Council will amend the Edmonton Land Use Bylaw from CNC to RF3, as indicated in Bylaw 6768, a Bylaw to amend the Edmonton Land Use Bylaw.

Explanations

- This area is the most stable low density residential area in Montrose/ Santa Rosa with sufficient amenities in schools and neighbourhood park space.
- Provision for small scale redeveopment will revitalize the neighbourhood and increase the family-oriented population in Montrose/Santa Rosa.
- The existing CNC District in the area is under-utilized, which is an indication of excessive neighbourhood commercial facilities in the neighbourhood.
- This Policy conforms with General Municipal Plan Policies 5.B.7, 5.B.8 and 5.B.9.

LOW DENSITY RESIDENTIAL AREA

SCHEDULE E



It is the Policy of Council that;

RESIDENTIAL REDEVELOPMENT TO USES LISTED AS DISCRETIONARY USES WITHIN THE RF3 DISTRICT SHALL ABUT A COMMERCIAL OR HIGHER-DENSITY RESIDENTIAL DISTRICT OR BE SITUATED AT THE INTERSECTION OF ANY TWO ROADWAYS.

Objectives

- To retain the existing character of Montrose/Santa Rosa as a primarily low density residential neighbourhood.
- To minimize on-street parking problems on residential streets resulting from insufficient on-site parking.

Summary of Action

The development officer will take this Policy into consideration when approving development applications.

Explanations

- This Policy will allow for redevelopment activities to occur in the low density residential area of Montrose/Santa Rosa with due respect to the physical character of the existing neighbourhood.
- Minimum required on-site parking will be ensured through the enforcement of existing regulations outlined in the Edmonton Land Use Bylaw.
- This policy conforms with General Municipal Plan Policies 5.B.7, 5.B.8, and 5.B.9.

It is the Policy of Council that;

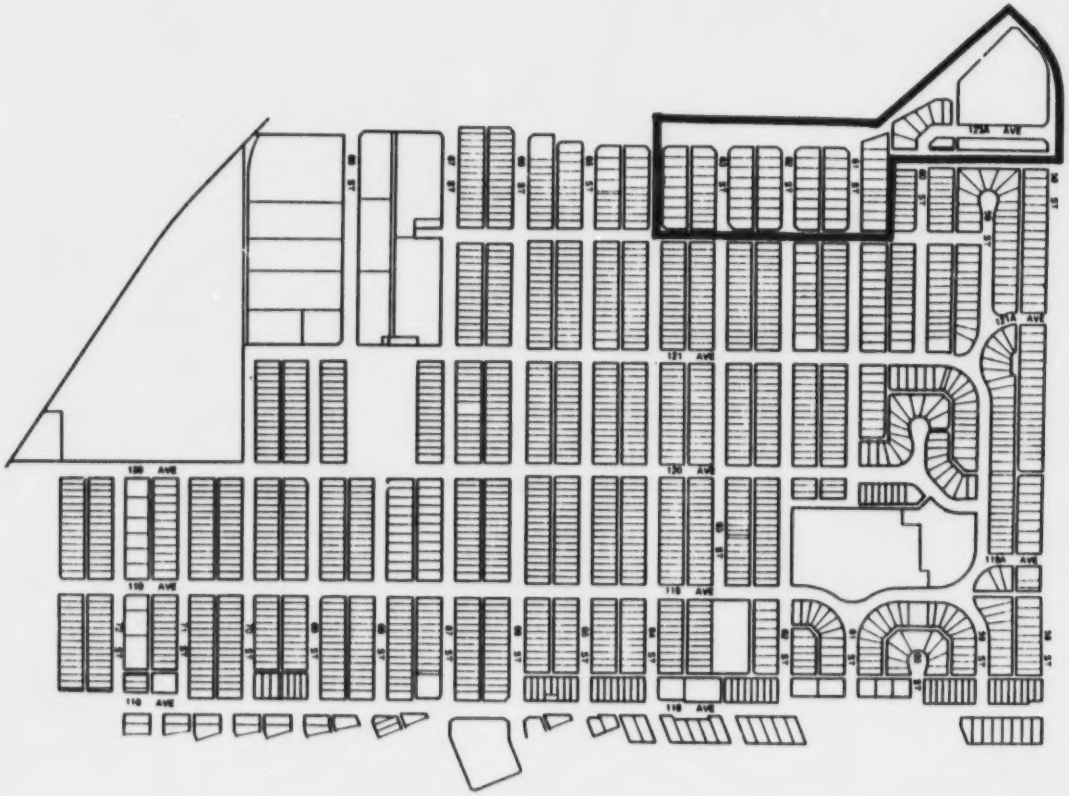
ROW HOUSING IS APPROPRIATE FOR THE AREA NORTH OF 122 AVENUE BETWEEN 58 STREET AND 64 STREET AS SHOWN ON SCHEDULE "F".

Objective

- To increase the amount of family-suitable housing units in the neighbourhood.
- To provide a variety of housing forms.

Summary of Action

- Council will favourably consider redistricting applications which comply with this policy.



Explanations

- This Policy conforms with General Municipal Plan Objective 5.B: "To increase the amount of future housing accommodated in the inner city, with a strong emphasis on family housing and requiring redevelopment to occur on a dispersed basis rather than concentrated in only a few areas."
- This policy conforms with General Municipal Plan Policies 5.B.1 and 5.B.2 which state in part: "The City will permit relatively higher density residential development to take place throughout the inner city, with an emphasis on family suitable housing..."; "The City will, as part of the District Planning and Area Redevelopment Plan Processes, encourage variety in the types and densities of residential land uses accommodated in inner city areas...".
- Family-suitable housing will eventually contribute to an increase in enrollment figures at the two elementary schools.

It is the Policy of Council that;

EXISTING PROPERTY LINES BE REALIGNED FOR THE AREA NORTH OF 122 AVENUE BETWEEN 58 STREET AND 64 STREET AS SHOWN ON SCHEDULE "F", WITH THE FOLLOWING GUIDELINES:

(i) Egress to 122 Avenue shall be minimized.
(ii) A transit route along 123 Avenue east of 60 Street shall be provided to service the area to the east.
(iii) Development in the area shall be in the form of small pockets of row housing.
(iv) One hectare of the site shall be provided for community housing.

Objectives

- To facilitate greater flexibility and innovation in site design in a medium density development.
- To increase the population of the community while reducing the impact on the physical character of the low density residential neighbourhood.
- To provide a variety of housing forms.
- To provide housing opportunities for all sectors of Edmonton's population within the inner city.

Summary of Action

- Council will instruct Real Estate and Housing Department to initiate a property lines realignment scheme for this area within the guidelines outlined in this Policy.

Explanations

- The land in this area is mostly vacant and city-owned. At present there are nine privately-owned single family houses in the area. Out of the nine, only three are in good condition. A property lines realignment scheme will provide an opportunity for greater flexibility and innovation in site design.
- This Policy conforms with General Municipal Plan Objective 5.H: "To endeavour to provide housing assistance for low income singles, families and senior citizens."
- This Policy conforms with General Municipal Plan Policy 5.H.2: "The City will endeavour to obtain suitable sites for community housing projects in the inner city areas on the basis of the location of demand."

It is the Policy of Council that;

COMMERCIAL OFFICE USES BE DEVELOPED IN THE AREA EAST OF 73 STREET BETWEEN 118 AVENUE AND 119 AVENUE.

Objectives

- To provide opportunities for developments which complement the Coliseum/Exhibition ground.
- To accommodate redevelopment activities supporting the Coliseum LRT station and Capilano Freeway.
- To consolidate and define the commercial area adjacent to the Coliseum.

Summary of Action

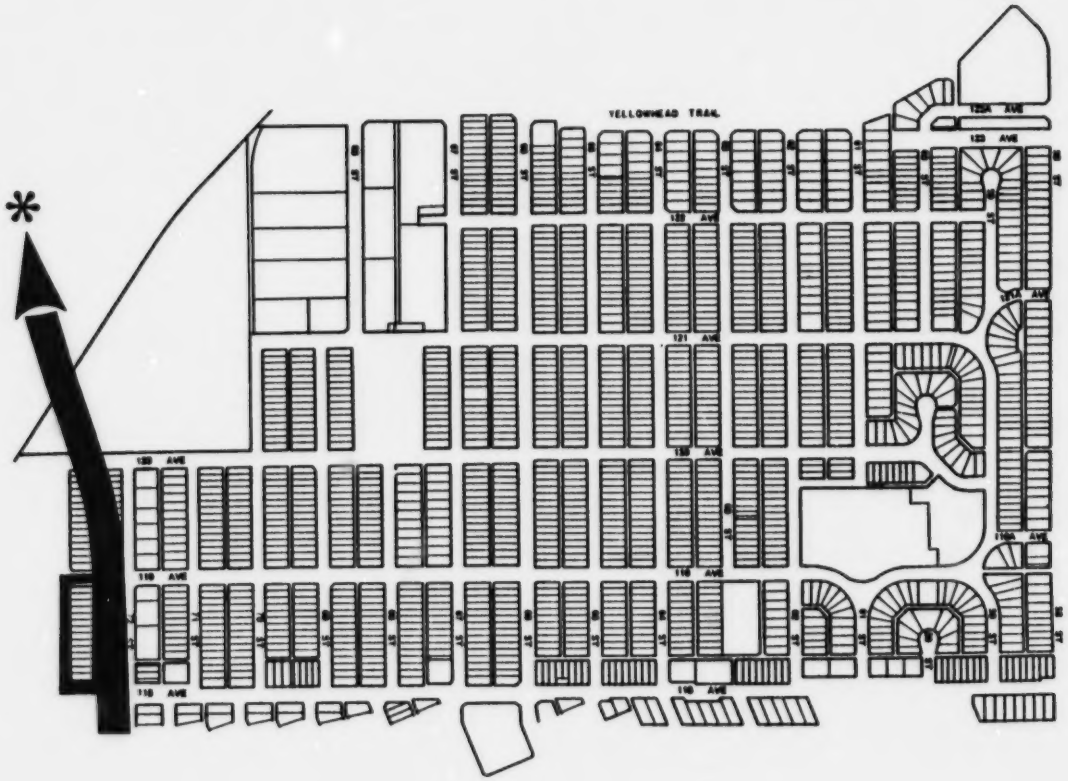
Council will amend the Edmonton Land Use Bylaw by redistricting from IM to CO, as indicated in Bylaw 6768, a Bylaw to amend the Edmonton Land Use Bylaw.

Explanation

- The Forum Inn is the dominent development in the area and conforms with the CO District.
- This Policy conforms with General Municipal Plan Policy 6.A.4 which states in part: "...the City will encourage the development of intensive mixed-use employment nodes at L.R.T. stations..."
- The area is appropriate for commercial and related uses due to its proximity to the Coliseum L.R.T. station and the Coliseum.

COMMERCIAL OFFICE AREA

* PRELIMINARY FREEWAY ALIGNMENT



It is the Policy of Council that;

COMMERCIAL DEVELOPMENT OF A LOW INTENSITY NATURE BE PERMITTED SOUTH OF THE YELLOWHEAD TRAIL AND 66 STREET INTERSECTION AS SHOWN ON SCHEDULE "G".

Objectives

- To allow for small scale commercial development at a major intersection adjacent to a residential neighbourhood.

Summary of Action

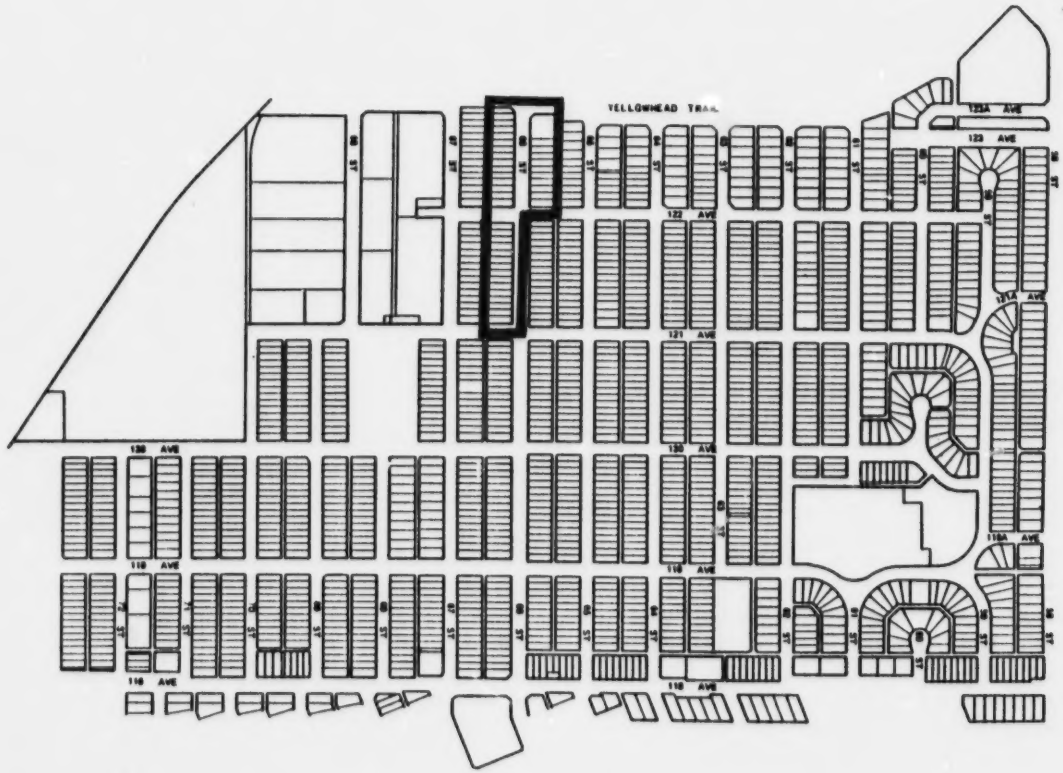
Council will amend the Edmonton Land Use Bylaw by redistricting from IH and CB2, to CB1 as indicated in Bylaw 6768, a Bylaw to amend the Edmonton Land Use Bylaw.

Explanations

- Commercial development in this area is appropriate because 66 Street and Yellowhead Trail form a major intersection.
- This area is adjacent to the low density residential area of Montrose/ Santa Rosa and therefore is not appropriate to accommodate major commercial development related to the Yellowhead Trail (e.g. hotels).
- This policy conforms with General Municipal Plan Objective 6.C.1 which states in part: "...commercial development sites should be located on arterial or collector roads...in the case of sites adjoining existing or proposed residential developments, regulations regarding the permitted and discretionary uses should be formulated in such a way as to screen out uses which are likely to have a negative impact upon the adjoining residential areas..."

LOW INTENSITY COMMERCIAL AREA

SCHEDULE G



It is the Policy of Council that;

THE PROPERTIES ALONG 118 AVENUE IN THE AREA BETWEEN 64 STREET TO 67 STREET AS SHOWN ON SCHEDULE "H" WILL REMAIN A LOW INTENSITY COMMERCIAL AREA WITH USES COMPATIBLE WITH THE CHARACTER OF ADJACENT RESIDENTIAL USES.

Objectives

- To define and consolidate the 118 Avenue commercial strip, thus providing a viable local commercial area for local residents.
- To minimize conflicts between 118 Avenue commercial strip and adjacent residential uses.

Summary of Action

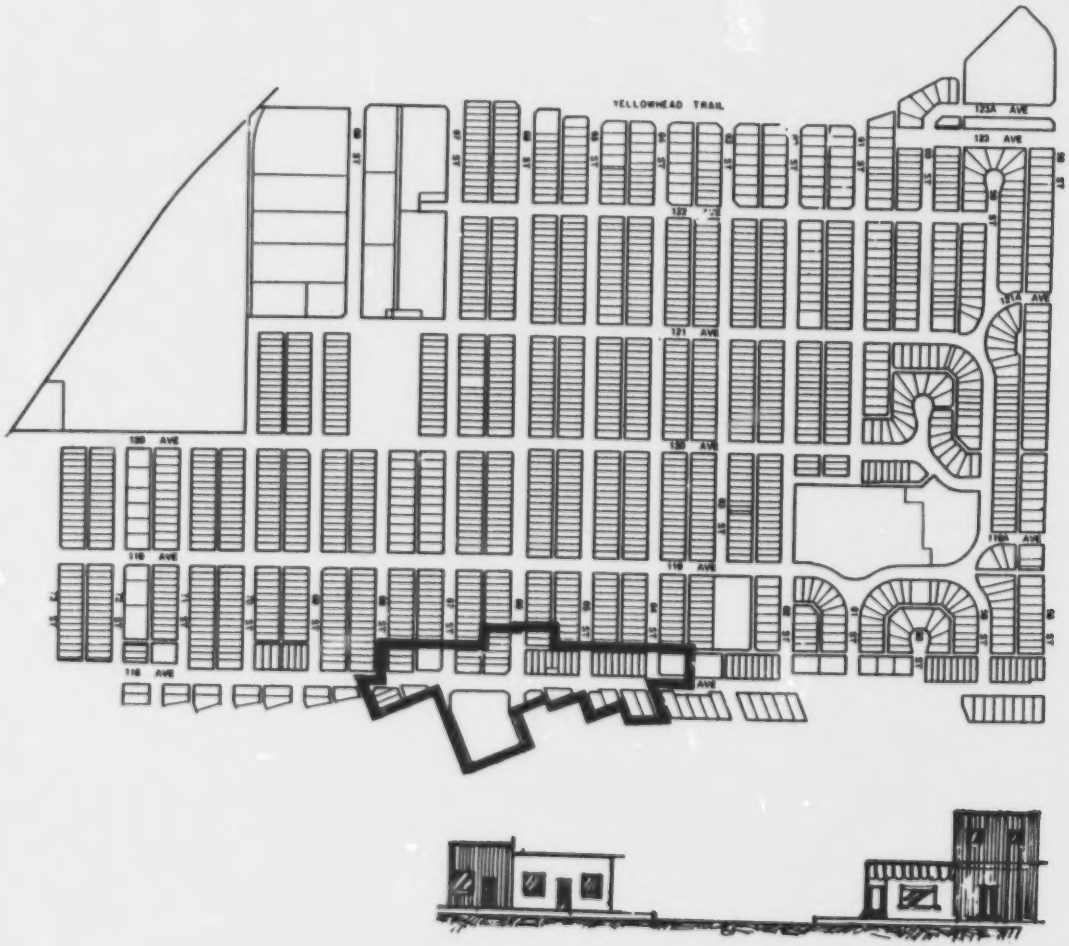
Council will amend the Edmonton Land Use Bylaw by redistricting from DC-3 to CB-1, as indicated in Bylaw 6768, a Bylaw to amend the Edmonton Land Use Bylaw.

Explanations

- The commercial uses in the area are presently under-utilized, visually unattractive and scattered.
- The area has the potential to become a strong local shopping area.
- This area should be physically delineated from the commercial mixed use districts near the Coliseum and Capilano Freeway in order to distinguish the different functions of the two commercial areas.
- This Policy conforms with General Municipal Plan Objective 6.G: "To stabilize, consolidate and improve established strip commercial areas and accommodate a wide variety of commercial activities, having due regard to the maintenance of the character and amenities of adjacent residential areas".

LOW INTENSITY COMMERCIAL AREA

SCHEDULE H



It is the Policy of Council that;

THE LOCAL SHOPPING AREA AROUND 118 AVENUE AND 66 STREET BE INCLUDED IN THE 118 AVENUE BUSINESS IMPROVEMENT STUDY.

Objectives

- To determine and strengthen future growth direction for the entire 118 Avenue commercial strip.
- To ensure different segments on the commercial strip complement one another.
- To ensure consistency of economic renewal treatment on the entire commercial strip.

Summary of Action

Council will instruct the Planning Department to include this portion of 118 Avenue into future phase of the 118 Avenue Business Improvement Study.

Explanations

- The 118 Avenue commercial strip is composed of a number of sections which function as one unit and therefore should be examined as a whole.
- The entire 118 commercial strip is visually unattractive, under-utilized and has traffic and parking problems.
- 118 Avenue between 50 Street and Capilano Freeway will be widened. This Business Improvement study will deal with the effect this widening may have on adjacent commercial uses.
- Some preliminary work on an economic renewal programme for 118 Avenue had been done by the Planning Department in conjunction with East Edmonton Businessmen's Association.
- This Policy conforms to General Municipal Plan Objective 6.G which states in part: "To stabilize, consolidate, and improve established strip commercial aras..." and Policy 6.G.4 which states in part: "The City will encourage and facilitate the efforts of any merchant's association to improve the streetscape and/or parking in a strip commercial area through the creation of a business improvement area,..."

It is the Policy of council that;

INDUSTRIAL DEVELOPMENT IN THE AREA EAST OF THE BURNS SITE BOUNDED BY YELLOWHEAD TRAIL, 67 STREET, AND 121 AVENUE BE IN THE NATURE OF MEDIUM INTENSITY INDUSTRIAL DEVELOPMENT AS SHOWN ON SCHEDULE "I".

Objectives

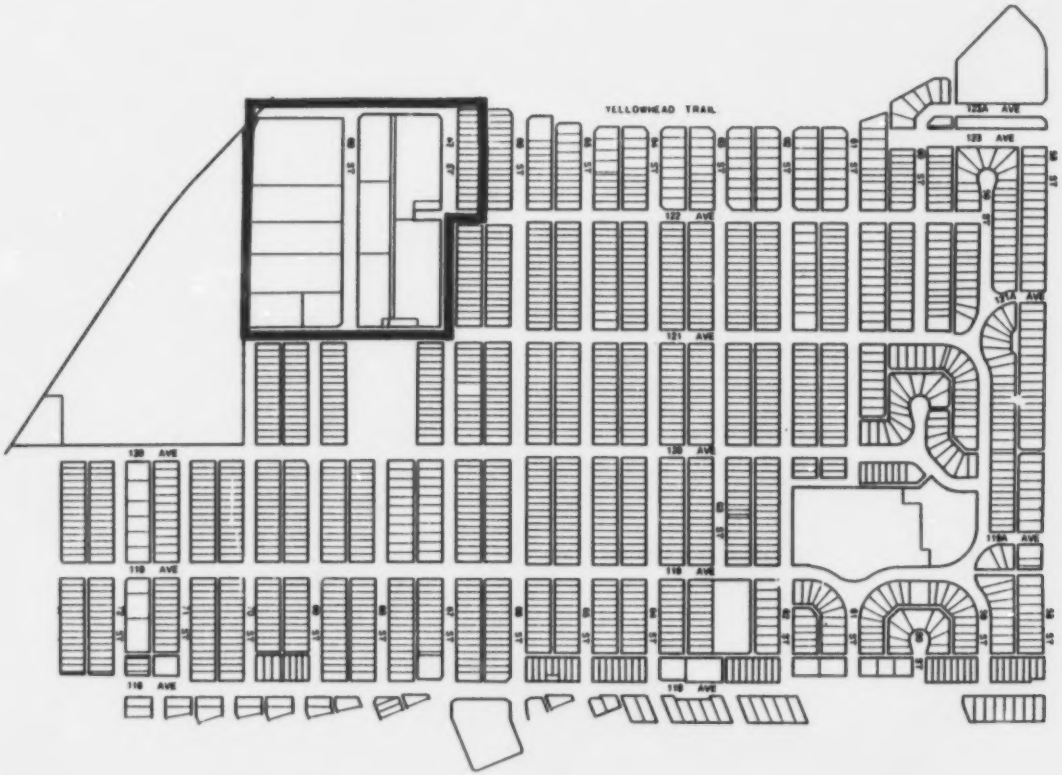
- To maintian the existing industrial activities in the area.
- To ensure that the scale and intensity of future industrial activities are compatible with adjacent residential land uses.

Summary of Action

Council will amend the Edmonton Land Use Bylaw by redistricting from IH to IM, as indicated in Bylaw 6768, a Bylaw to amend the Edmonton Land Use Bylaw.

Explanations

- All of the existing industrial activities actually fall into the category of medium industrial.
- The area is more appropriate for medium industrial activities such as warehousing, distributing and trans-shipping of materials as opposed to heavy industrial because of its proximity to Yellowhead Trail.
- This area is served by railway spur lines which make it suitable for medium industrial uses.


YELLOWHEAD TRAIL
123A AVE
123 AVE
122 AVE
121 AVE
120A AVE
120 AVE
119A AVE
119 AVE
118 AVE
117 AVE

It is the Policy of Council that;

INDUSTRIAL BUSINESS DEVELOPMENT IS APPROPRIATE IN THE AREA ALONG THE EAST SIDE OF 67 STREET BETWEEN 121 AVENUE AND 122 AVENUE.

Objectives

- To maintain industrial activities in the area.
- To ensure the scale and intensity of future industrial activities are compatible with adjacent residential land uses.

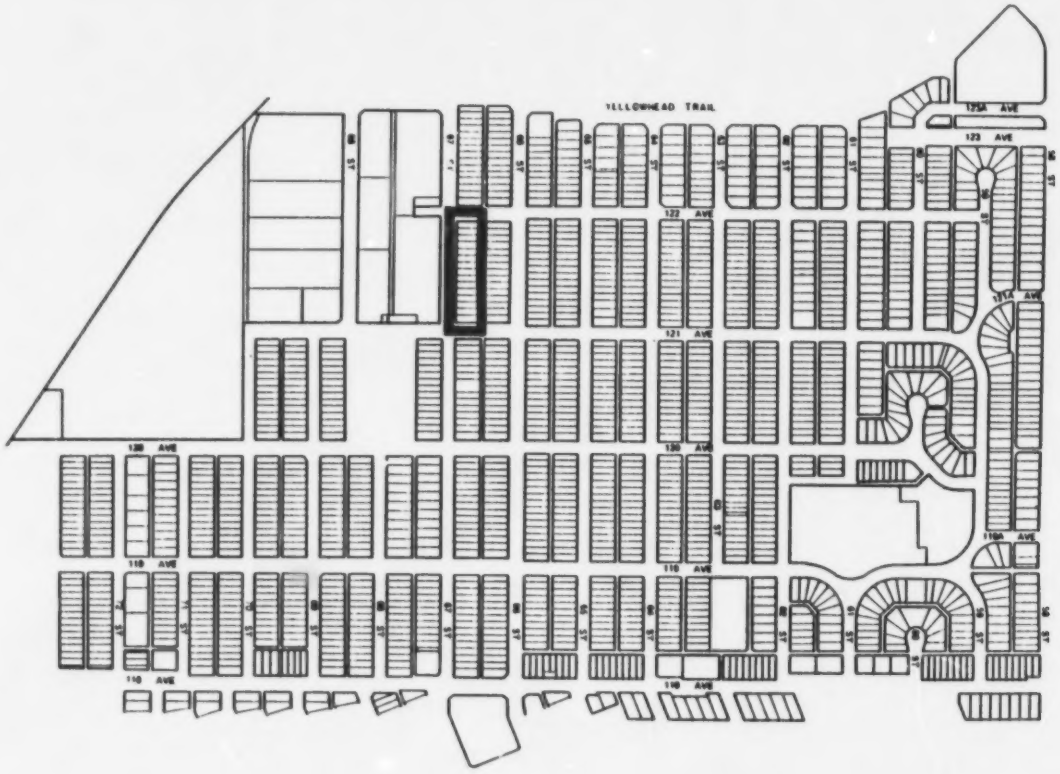
Summary of Action

Council will amend the Edmonton Land Use Bylaw by redistricting from CB2 to IB, as indicated in Bylaw 6768, a Bylaw to amend the Edmonton Land Use Bylaw.

Explanations

- The light industrial business district will improve the compatibilty of the industrial area with adjacent residential uses to the east.
- This area is already developing into an industrial business use area.

INDUSTRIAL BUSINESS AREA



It is the Policy of Council that;

FUTURE DEVELOPMENT ON THE PORTION OF THE BURNS SITE NORTH OF THE 121 AVENUE ALIGNMENT BE IN THE NATURE OF INDUSTRIAL BUSINESS OR MEDIUM INDUSTRIAL BUT ALLOWING COMMERCIAL OFFICE USES FRONTING ONTO 121 AVENUE. A LANDSCAPED BUFFER SHALL ALSO BE PROVIDED ALONG THE L.R.T. TRACK.

Objectives

- To maintain industrial activities in the area.
- To ensure the scale and intensity of future industrial activities are compatible with the adjacent residential neighbourhood.

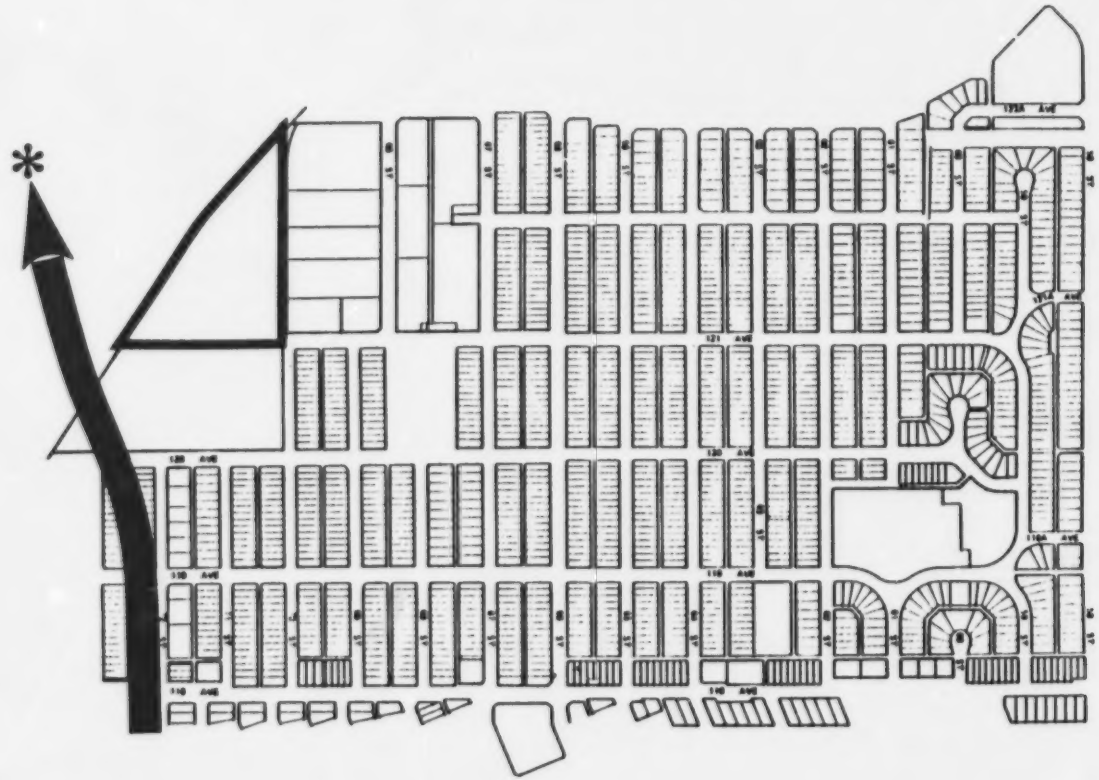
Summary of Action

- Council will favourably consider redistricting applications which comply with this policy.
- The Real Estate and Housing shall include a landscaped buffer in the subdivision plan of the site.

Explanations

- The area is appropriate for industrial business or medium industrial activities because of its proximity to Yellowhead Trail and Capilano Freeway.
- This area is served by railway spur lines which make it suitable for medium industrial uses.
- 121 Avenue is being considered as a major roadway in place of 120 Avenue in the Northeast Corridor Functional Planning Study. Therefore, 121 Avenue can serve as a boundary dividing two major use types (industrial and residential) in the remaining portion of the Burns site.
- Commercial office uses are appropriate here because of its proximity to Yellowhead Trail, Capilano Freeway and L.R.T. Station.

* PRELIMINARY FREEWAY ALIGNMENT



It is the Policy of Council that;

RESIDENTIAL AND RELATED USES AND DENSITIES BE INCREASED ALONG THE AREA EAST OF 72 STREET TO THE LANE BETWEEN 118 AVENUE AND 120 AVENUE, ACCORDING TO THE FOLLOWING GUIDELINES:

(i) Residential uses will be the dominant land use component but commercial and related uses which compliment the Coliseum/ Exhibition grounds, Capilano Freeway, Coliseum LRT station and increased residential density in this general area will be permitted.

(ii) Uses which are not compatible to the residential component in this area shall be prohibited.

(iii) Development will be of high density, medium-rise nature compatible with the Coliseum and conform with the transition concept outlined in Policy 1.3 of this plan.

(iv) All development shall front onto 72 Street and provide an adequate and uniform setback on the ground floor for a pedestrian corridor down 72 Street.

(v) Residential component of the development shall be oriented away form the Capilano Freeway. Indoor sound level shall not exceed 45 dBA.

(vi) All commercial functions shall be located on the ground floor of buildings.

(vii) Development will incorporate design elements on the ground floor which promote pedestrian scale, interest, and comfort such as awnings, canopies, and building overhangs.

(viii) Developers will be responsible for both the hard and soft landscaping of the pedestrian corridor.

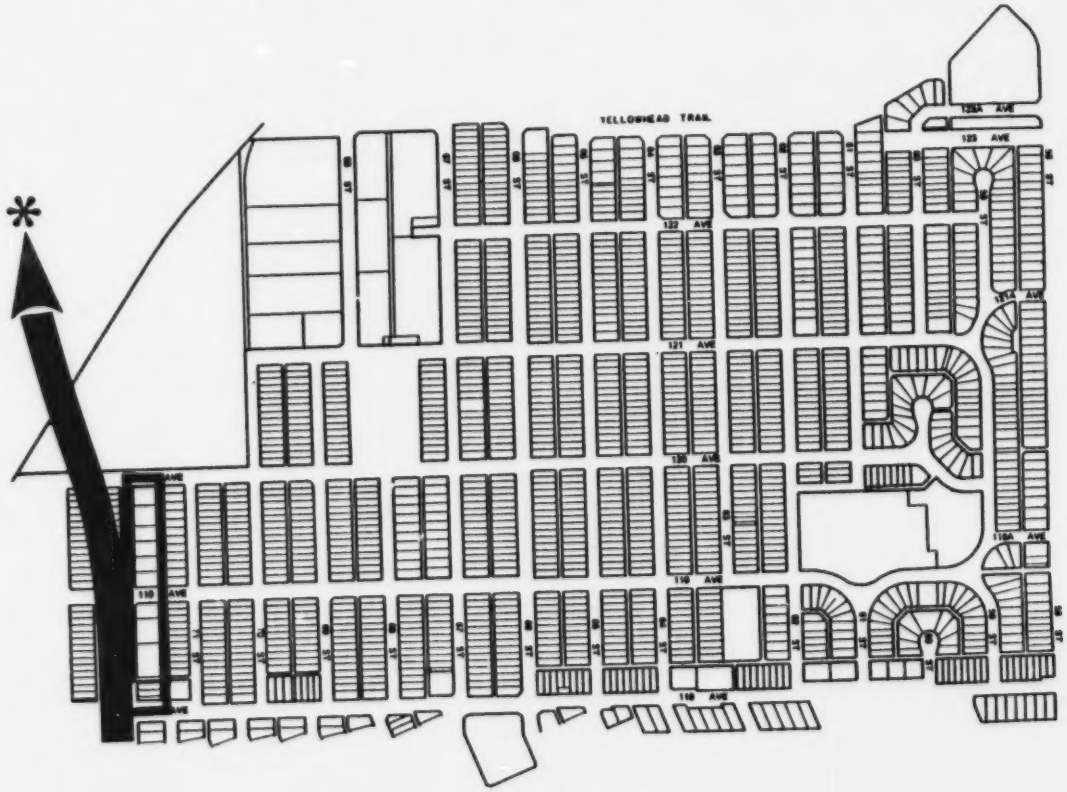
(ix) In reviewing parking requirements in development applications which are accompanied with a parking demand study prepared by the applicant, the Development Officer shall consider Section 66.1(2) of the Land Use Bylaw.

(x) Parking and loading facilities shall not front onto 72 Street and should be properly screened from adjacent uses.

(xi) Unit type and amenity space in the residential land use component shall meet the requirements of the RA8 District.

RESIDENTIAL MIXED USE AREA

* PRELIMINARY FREEWAY ALIGNMENT



Objectives

- To provide opportunities for development which complements the Coliseum/Exhibition grounds.
- To accommodate redevelopment activities supporting the Coliseum LRT station and Capilano Freeway.
- To consolidate and define the commercial area in the general area of the Coliseum.
- To improve pedestrian linkage to the LRT station.
- To provide a variety of residential accommodations that offer a variety of housing styles in the neighbourhood.
- To allow for a controlled high intensity development which is sensitive to the existing adjacent major developments such as the Coliseum and Forum Inn.

Summary of Action

Council will amend the Edmonton Land Use Bylaw by redistricting from IM to RMX, as indicated in Bylaw 6768, a Bylaw to amend the Edmonton Land Use Bylaw.

Explanations

- Current land use in the area is a mixture of commercial and industrial uses.
- Proximity to the Coliseum L.R.T. station and being adjacent to Capilano Freeway make this area appropriate for high density residential development.
- This Policy conforms to the General Municipal Plan in its recommendations that housing be increased in the inner city.
- This Policy conforms with General Municipal Plan Policy 5.B.6 regarding guidelines for concentrations of higher density development in L.R.T. station areas.
- This area is within five minutes walking distance of the Coliseum L.R.T. station. The pedestrian corridor will facilitate pedestrian linkage to the L.R.T. station.
- Height of the Coliseum and Forum Inn is approximately 7 storeys.
- In order to make this area function effectively as a pedestrian oriented corridor, uses and design should be sensitive to pedestrian needs.
- Regulation placed on development affecting the front of the buildings is a recognition that most vehicle access will be from the lane. This will ensure continuity of the pedestrian corridor.

It is the Policy of Council that;

REDISTRICTING PROPOSALS OF A COMPREHENSIVE NATURE MAY BE FAVOURABLY CONSIDERED FOR THE PORTION OF THE BURNS SITE SOUTH OF THE 121 AVENUE ALIGNMENT, PROVIDED THAT THE FOLLOWING CRITERIA BE MET:

(i) A diversity of housing forms of medium to high density including stacked row housing, medium rise and high rise apartment shall be provided.

(ii) Development should be oriented toward the residential area to the south and east.

(iii) Approximately 1 ha (2.4 acres) of land at the eastern portion of the site shall be allocated as parkland at the time of subdivision.

(iv) Maximum density of the site shall not exceed 222 dwellings/ha (90 dwellings/acre).

(v) Maximum height of buildings shall not exceed 10 storeys nor 38 m (124.7 ft.)

(vi) Gradual tapering down of building heights to 4 storeys toward the eastern portion of the site.

(vii) Family-suitable residential uses shall be the dominent component adjacent to the area allocated for parkland.

(viii) Indoor sound level shall not exceed 60 dBA.

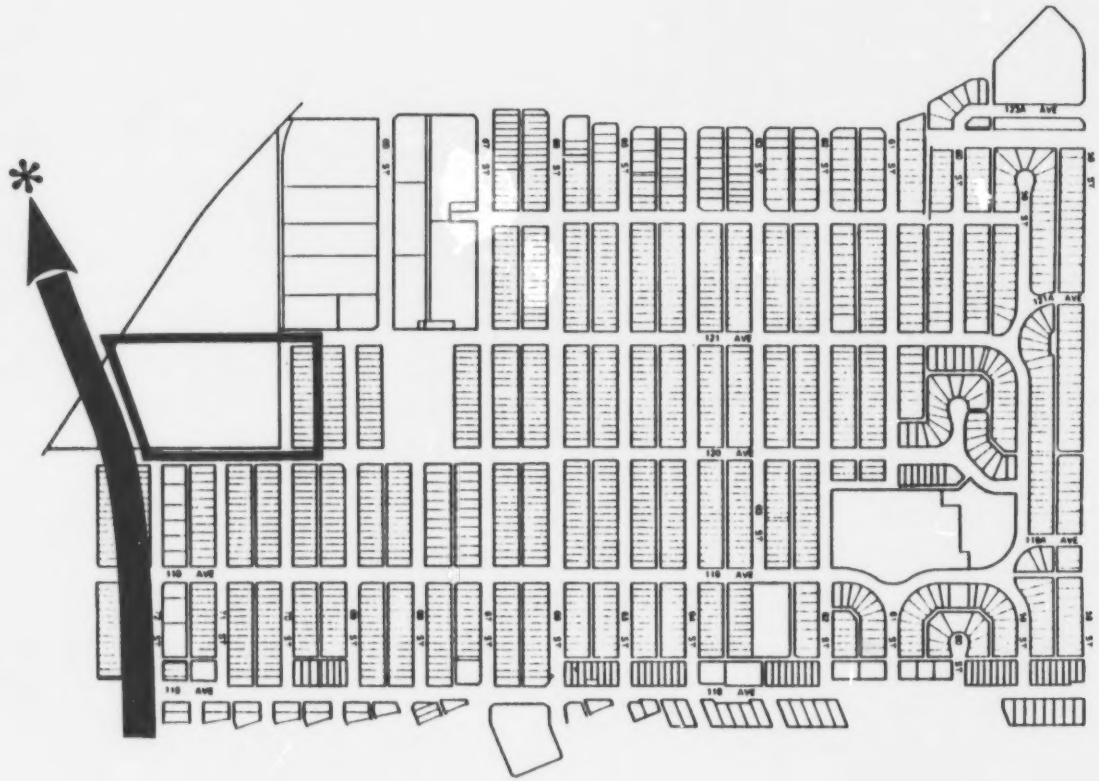
(ix) Vehichular access shall conform to the requirements of the City Engineer.

(x) Landscaped edges along adjacent Capilano Freeway and the 121 Avenue alignment shall be provided.

(xi) Parking and landscaping requirements shall meet those set out in the Land Use Bylaw.

(xii) Amenity area requirements shall meet those set out in the Land Use Bylaw and shall be consolidated so as to provide more usable open space.

* PRELIMINARY FREEWAY ALIGNMENT



Objectives

- To provide a mixture of residential accommodations that offers a wide variety of housing styles.
- To reinforce the residential land use component in Montrose/Santa Rosa.
- To combat declining population in Montrose/Santa Rosa.
- To minimize the impact of adjacent major roadways on this area.

Summary of Action

- Council will review redistrciting applications within the guidelines of this policy.

Explanation

- 121 Avenue is being considered as a major roadway in place of 120 Avenue in all of the preferred alternatives in the Northeast Corridor Functional Planning Study. Therefore 121 Avenue can serve as a boundary dividing the two major use types (industrial and residential) in the remaining portion of the Burns site.
- This area is suitable for residential development because adjacent areas to the south and east are residential and the Santa Rosa Arena Park is in close proximity.
- The residential land use component west of 66 Street in Montrose/Santa Rosa will be strengthened by the residential use proposed in this policy.
- Restrictions regarding the gradual tapering down of building heights will ensure future development conforms to the transition concept outlined in this plan.

1002

PLAN COMPONENT: TRANSPORTATION: TRUCK ROUTE

POLICY NUMBER 2.1

It is the Policy of Council that;

UPON COMPLETION OF THE YELLOWHEAD TRAIL AND THE CAPILANO FREEWAY EXTENSION, EXISTING TRUCK ROUTES IN MONTROSE/SANTA ROSA WILL BE EVALUATED TO MINIMIZE IMPACT ON THE NEIGHBOURHOOD WITH PARTICULAR ATTENTION GIVEN TO THE REMOVAL OF 118 AVENUE AS A DAY-TIME TRUCK ROUTE.

Objective

- To develop a rationalized truck route to and from the Montrose/Santa Rosa industrial area that would reduce disruption to the residential portion of the community.

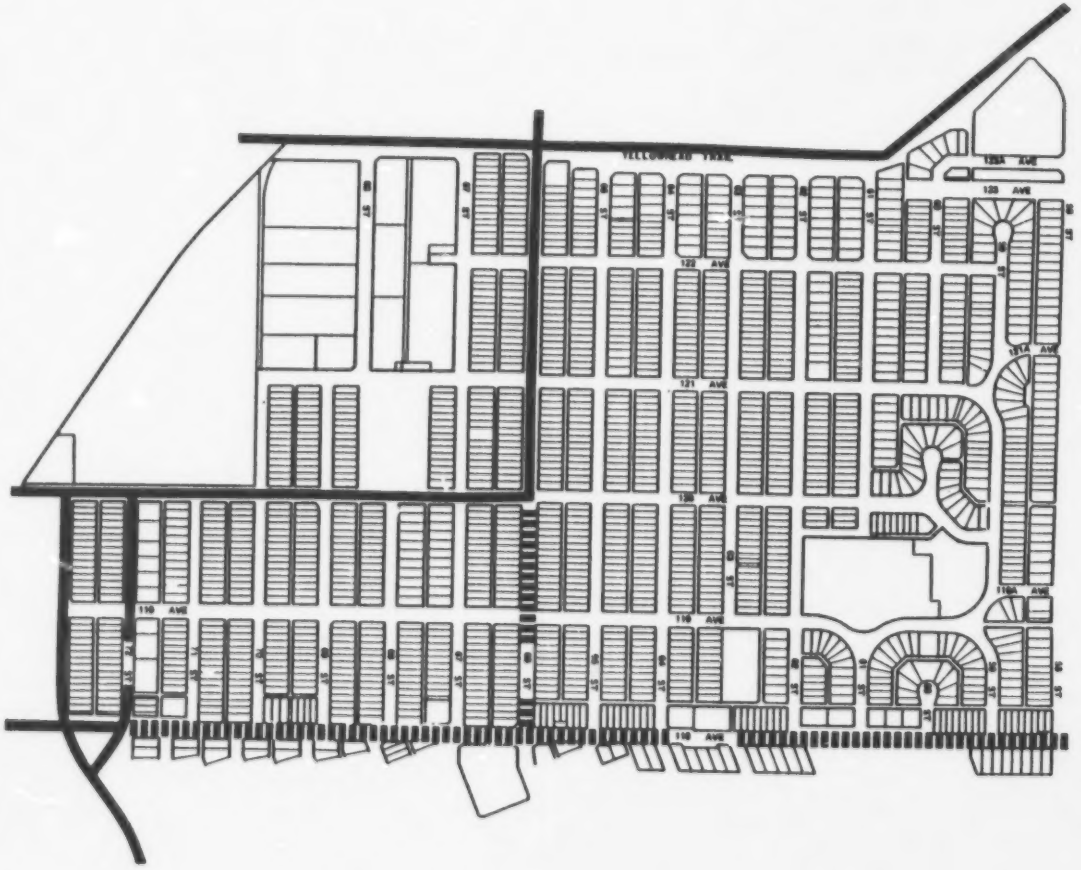
Summary of Action

Council will instruct the Engineering Department to evaluate the truck route system in Montrose/Santa Rosa when the Yellowhead Trail and the Capilano Freeway Extension are completed.

Explanations

- Removing truck route designation on 118 Avenue will improve traffic safety along 118 Avenue without reducing the business of the commercial establishments.
- Completion of the Yellowhead Trail and the Capilano Freeway extension may affect the existing truck route system and should be adjusted accordingly.

EXISTING TRUCK ROUTES



LEGEND

24 hour truck route

Daytime truck route

It is the Policy of Council that;

WITH THE COMPLETION OF THE YELLOWHEAD TRAIL AND THE CAPILANO EXTENSION, THE ADMINISTRATION SHALL TAKE INTO CONSIDERATION THE FOLLOWING RECOMMENDATIONS:

(i) removal of 120 Avenue from the arterial network;
(ii) utilizing 121 Avenue to provide access to Northlands Coliseum and generally the area west of 73 Street, Burn's site, and the industrial area north of 121 Avenue; and
(iii) minor adjustments to the intersection of 66 Street and 120 Avenue to discourage traffic to 120 Avenue.

Objectives

- To consolidate the low density residential area west of 66 Street.
- To improve accessability to Santa Rosa Arena Park for the local residents.
- To ensure adequate access to the general area around Northlands Coliseum.

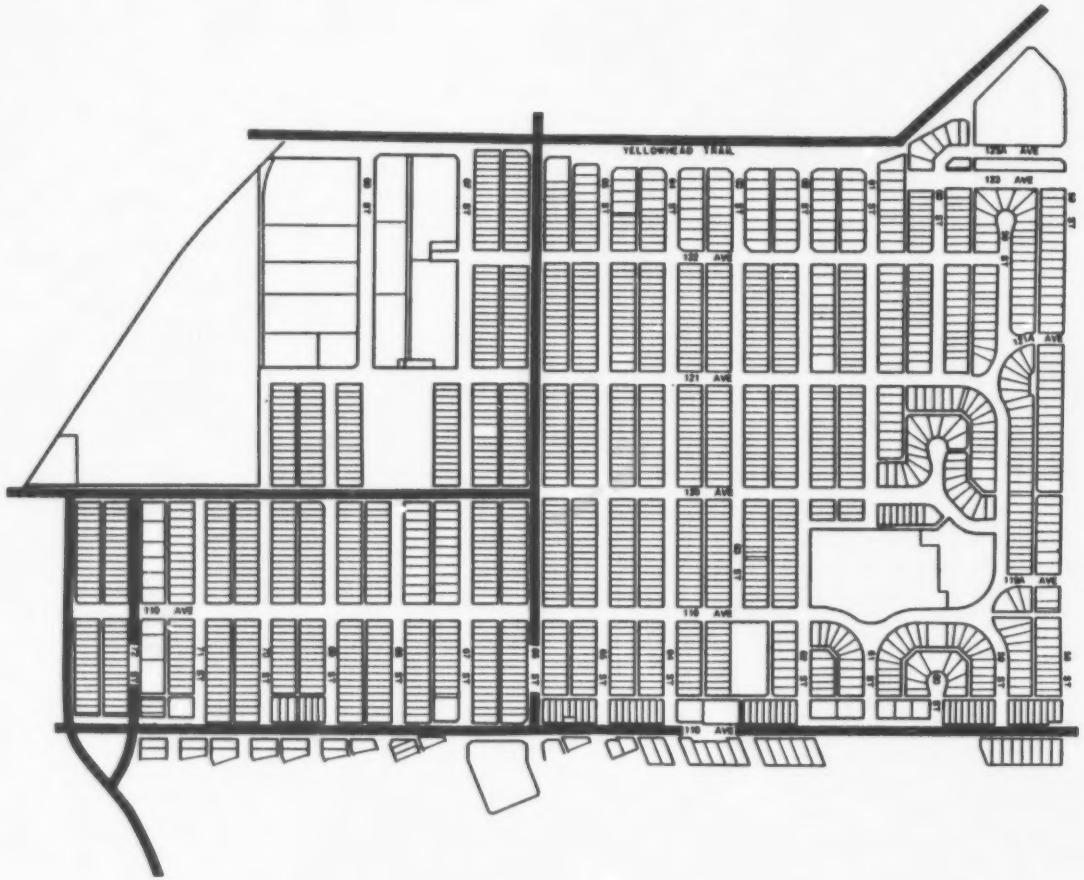
Summary of Action

Council will instruct the Transportation Management Department to include these recommendations in their consideration of the Northeast Corridor Functional Planning Study.

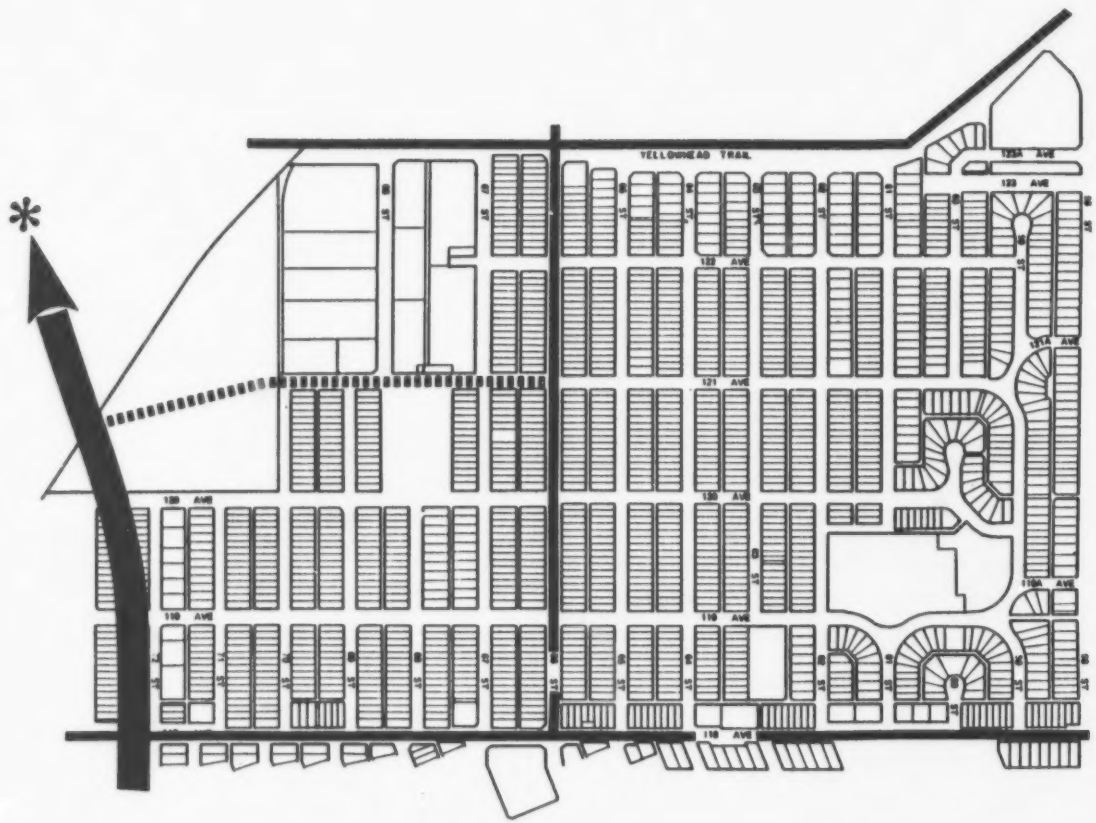
Explanation

- 120 Avenue divides the residential area west of 66 Street into two portions separating the Santa Rosa Arena Park from the majority of the residential neighbourhood.
- By utilizing 121 Avenue as a major access road, it can act as a natural buffer between the industrial area and the residential area and ensure adequate traffic access to the general area around Northlands Coliseum and the industrial area.

EXISTING ARTERIAL NETWORK



PROPOSED ARTERIAL NETWORK



✻ PRELIMINARY FREEWAY ALIGNMENT

▪▪▪▪▪ INDUSTRIAL COLLECTOR

It is the Policy of Council that;

APPROPRIATE LANDSCAPING SHOULD BE PROVIDED ALONG THE EAST SIDE OF THE CAPILANO FREEWAY EXTENSION WHERE IT ADJOINS THE RESIDENTIAL AREA AND ALONG THE SOUTH SIDE OF 121 AVENUE WEST OF 66 STREET.

Objective

- To protect the residential area adjacent to Capilano Freeway and 121 Avenue from the visual impact of the roadways and provide a safety barrier.

Summary of Action

Council will instruct the Transportation Management and Engineering Departments to consider the feasibility of, and develop this policy in their plans and programs.

Explanations

- The provision of residential development on portion of the Burns site requires some protection from the visual impact of Capilano Freeway extension and 121 Avenue.
- With a proper landscaped buffering, 121 Avenue will become the natural buffer separating the industrial uses in the north from the residential area to the south.

PROPOSED LANDSCAPE AREA

* PRELIMINARY FREEWAY ALIGNMENT

It is the Policy of Council that;

TRAFFIC CONTROL SCHEMES TO DISCOURAGE TRAFFIC SHORTCUTTING ALONG 121 AVENUE EAST OF 66 STREET, AND THE LANE AT THE 119 AVENUE AND 59 STREET INTERSECTION WILL BE ESTABLISHED.

Objectives

- To reduce traffic shortcutting through the residential neighbourhood.
- To improve traffic safety in the neighbourhood.

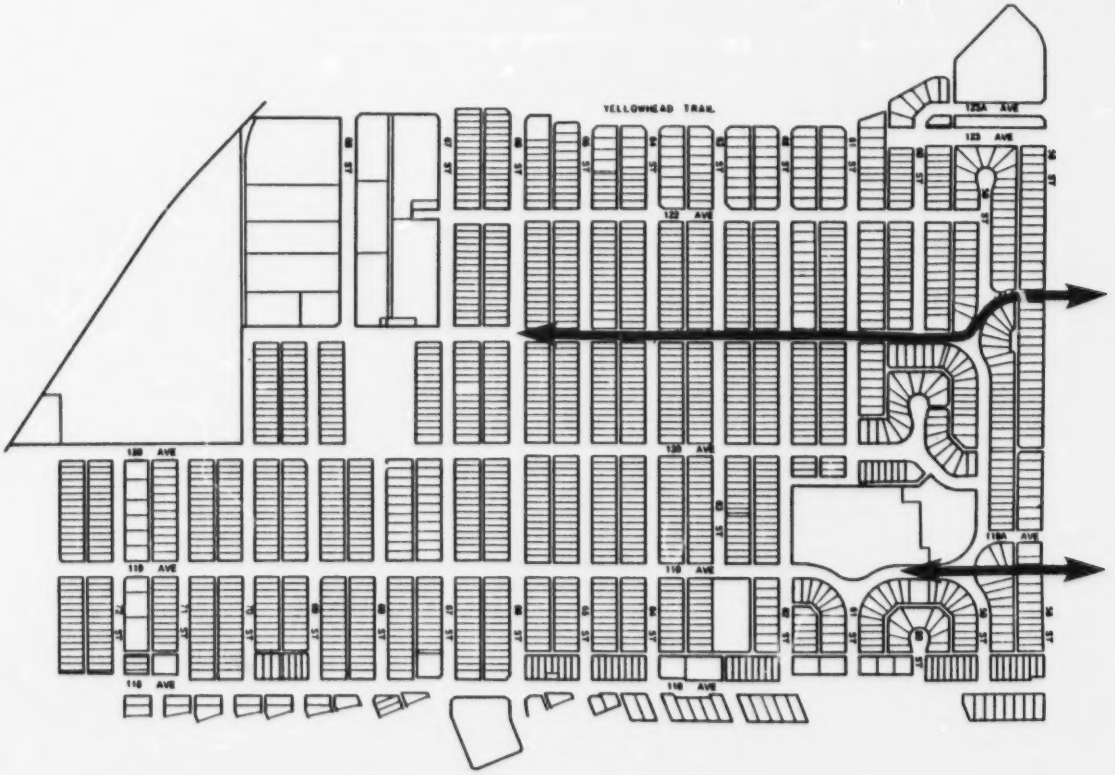
Summary of Action

- Council will instruct the Engineering Department to investigate and where feasible carry out improvements in consultation with the Montrose Community League and the Planning Department, as outlined in the implementation document.

Explanations

- These problems were identified by the community and verified by the Engineering Department.
- This Policy conforms with General Municipal Plan Policy 8.D.1: "The City will investigate and implement, where feasible, measures to discourage community disruption by through commuter traffic on non-arterial roadways."

TRAFFIC SHORT-CUTTING ROUTES



It is the Policy of Council that;

TRAFFIC CONTROL SCHEMES WILL BE ESTABLISHED AT THE FOLLOWING LOCATIONS TO IMPROVE ROADWAY SAFETY:

(i) 121 Avenue, 59 Street and 121A Avenue intersection; and
(ii) 119 Avenue, 59 Street and 119A Avenue intersection.

Objective

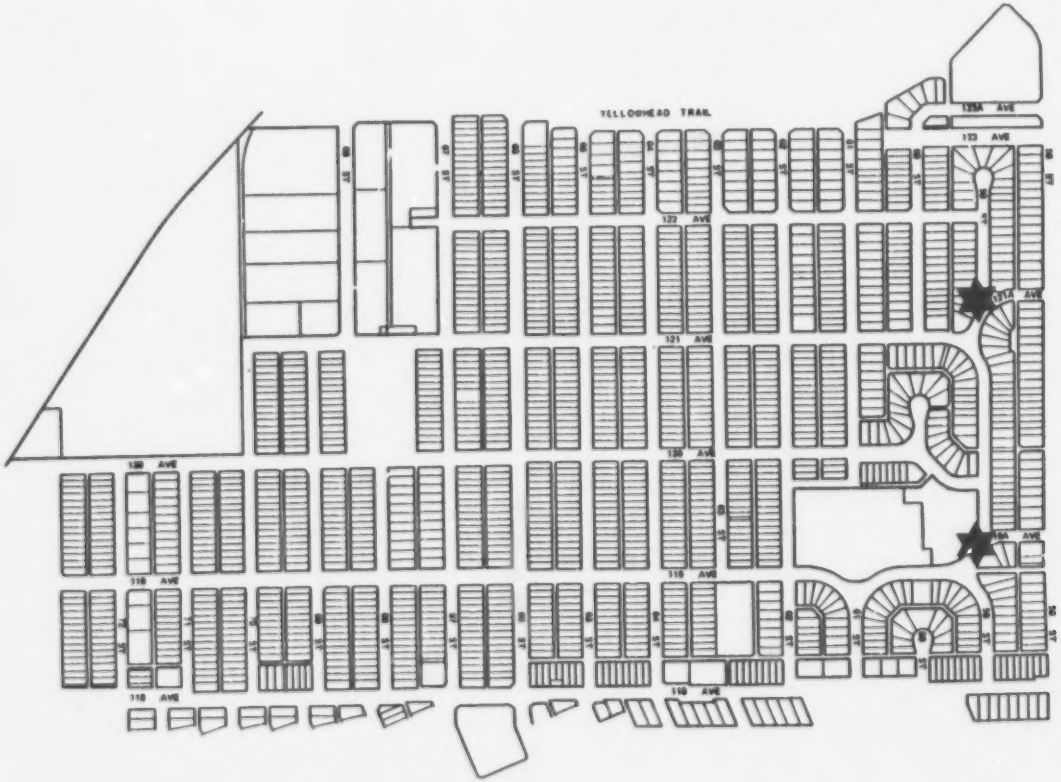
- To improve traffic safety at dangerous intersections within the neighbourhood.

Summary of Action

Council will instruct the Engineering Department to investigate, and where feasible carry out improvements in consultation with the Montrose Community League and the Planning Department, as outlined in the implementation document.

Explanation

- These problem areas were identified by the community and verified by the Engineering Department. Each of these two intersections has four roadways coming together in a curve with no traffic control signs.


YELLOWHEAD TRAIL
135A AVE
133 AVE
122 AVE
121 AVE
130 AVE
118 AVE
110 AVE

PLAN COMPONENT: TRANSPORTATION: PARKING MANAGEMENT

POLICY NUMBER 2.6

It is the Policy of Council that;

THE NORTHLANDS AREA NON-RESIDENT PARKING RESTRICTION PROGRAM BE MAINTAINED AND THAT PERIODIC REVIEWS BE MADE IN 1983 AND 1984.

Objective

- To restrict non-residential parking on residential streets in Montrose/ Santa Rosa during Coliseum/Exhibition Grounds events.

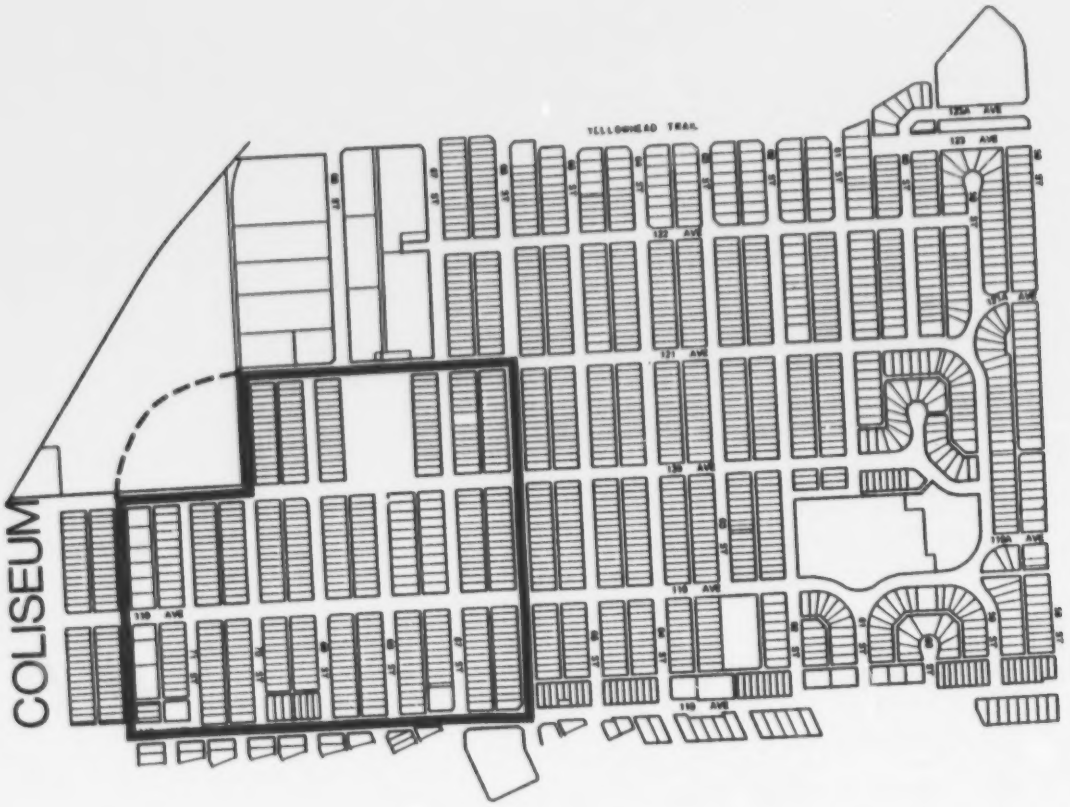
Summary of Action

Council will reaffirm the implementation and enforcement of the Northlands Area Non-Resident Parking Restriction Programme initiated by the Engineering Department and require periodic reviews be made during 1983 and 1984 in conjunction with the Planning Department.

Explanations

- Parking problems in this area were identified by the community and verified by a survey conducted by the Engineering Department. The problems stemmed from non-residents parking during major Coliseum/ Exhibition Grounds events.
- The Northlands Area Non-Resident Parking Restriction Program was implemented in November 1981 after a study was prepared by the Engineering Department. The implementation area covers portion of the area west of 66 Street. The study also recommended that the implementation area be adjusted pending citizens petitioning for imposition of the parking ban.

PARKING AREA AFFECTED BY COLISEUM EVENTS



It is the Policy of Concil that;

PARKING FUNCTIONS ARE PERMITTED ON THE BURNS SITE ACCORDING TO THE FOLLOWING GUIDELINES:

(i) Parking facilities may be integrated with future developments on the site.

(ii) Primary function of the parking facilities shall be to provide parking for Shuttle Services during major events at the Commonwealth Stadium but shall also be diversified to accommodate various parking needs for major events in the area.

(iii) Parking facilities may be developed in conjunction and co-operation with Northlands Coliseum.

(iv) Proper access to and egress from parking facilities shall be provided to minimize the impact on the neighbouring residential area.

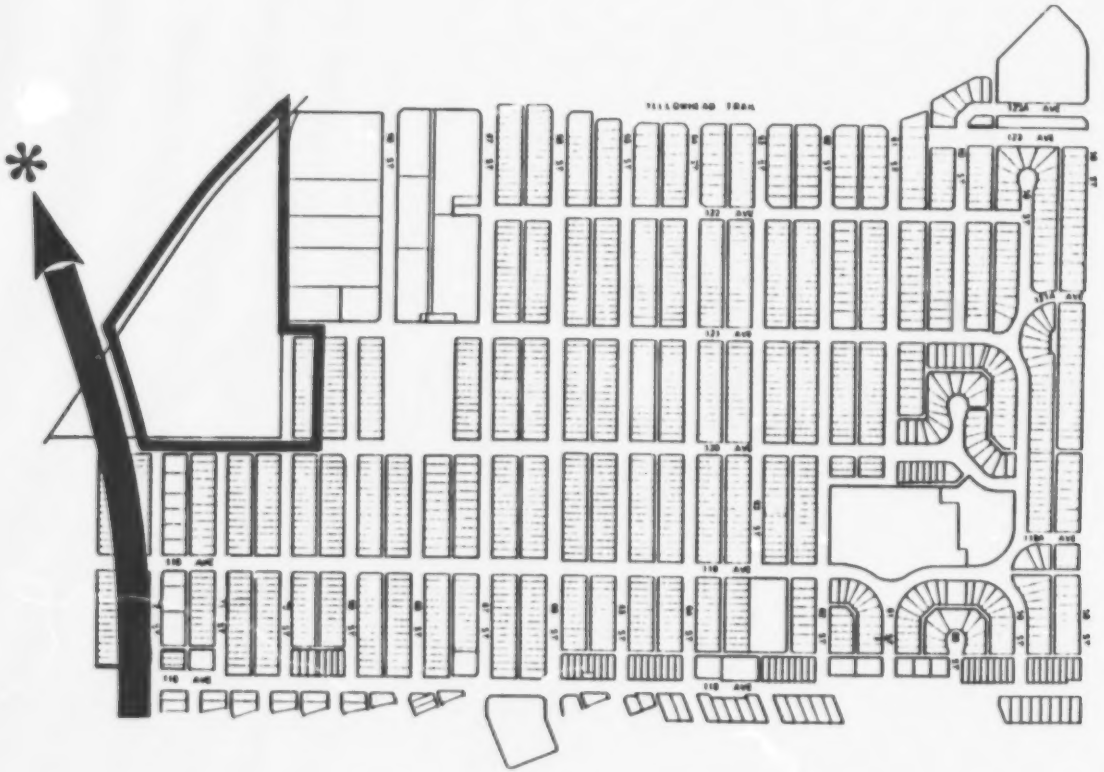
Objectives

- To facilitate parking needs for Shuttle Services during major events at the Commonwealth Stadium.
- To mitigate the parking problems in the Coliseum area.

Summary of Action

- Council will instruct Edmonton Transit to develop parking facilities on the Burns site according to the guidelines outlined in this Policy and appropriate policies regarding Park 'N' Ride in conjunction with the Planning, Transportation Management, and Real Estate and Housing Departments.
- Council will instruct the Real Estate and Housing Department to ensure parking facilities are integrated with appropriate future developments on the Burns site according to the guidelines set down in this Policy.

* PRELIMINARY FREEWAY ALIGNMENT



Explanations

- Edmonton Transit is under extreme pressure to find and develop suitable parking sites to provide Shuttle Services due to the expansion of Commonwealth stadium and the advent of the World University Games. This site is suitable because of its proximity to the Commonwealth Stadium which enables Transit to make multiple shuttle trips.
- The establishment of the Shuttle Services parking lot as an integral part of the Capilano Freeway extension will maximize the utilization of the site.
- The development of parking facilties in conjunction with Northlands Coliseum will maximize the utilization of the facilities and mitigate the parking problems of the area.

PLAN COMPONENT: TRANSPORTATION: PARKING MANAGEMENT

POLICY NUMBER 2.8

It is the Policy of Council that;

THE ADMINISTRATION BE DIRECTED TO INVESTIGATE MEANS TO MITIGATE PARKING PROBLEMS AT THE 118 AVENUE AND 66 STREET COMMERCIAL NODE.

Objectives

- To improve customer parking deficiencies at the 118 Avenue and 66 Street commercial area.
- To strengthen the area as a local shopping area.

Summary of Action

- Council will instruct the Planning Department to develop a parking improvement plan along with the local businesses in the area, with the assistance of the Engineering Department. The plan should identify the nature of the parking problems, possible means to alleviate the problem, and the costs involved. Adjacent communities (Montrose/Santa Rosa, Highlands, and Bellevue) will be informed and allowed input into the parking improvement plan.

Explanations

- Lack of customer parking has been identified as one of the major sources of parking congestion.
- Adequate customer parking is essential for the success of this area as a local shopping area.

PLAN COMPONENT: TRANSPORTATION: PEDESTRIAN CIRCULATION — POLICY NUMBER 2.9

It is the Policy of Council that;

A PEDESTRIAN NETWORK BE DEVELOPED IN MONTROSE/SANTA ROSA LINKING MAJOR ACTIVITY CENTRES INCLUDING THE L.R.T. STATION AREA, SCHOOLS, AND NEIGHBOURHOOD PARKS.

Objective

- To facilitate efficient and safe pedestrian access to major activity centres in the neighbourhood.

Summary of Action

- Specific actions are outlined in Polcies 2.10 and 2.11

Explanations

- This Policy conforms with General Municipal Plan Policy 8.F.2 which states: "The city will provide pedestrian facilities within residential areas to provide access to community facilities for recreational or other uses."
- Pedestrian facilities are desirable in residential areas to ensure safety of movement, as well as to provide access to community amenity areas and public transit service.

PLAN COMPONENT: TRANSPORTATION: PEDESTRIAN CIRCULATION — POLICY NUMBER 2.10

It is the Policy of Council that;

119 AVENUE BE DEVELOPED AS A MAJOR PEDESTRIAN CORRIDOR EAST OF CAPILANO FREEWAY LINKING THE NEIGHBOURHOOD IN AN EAST-WEST DIRECTION.

Objectives

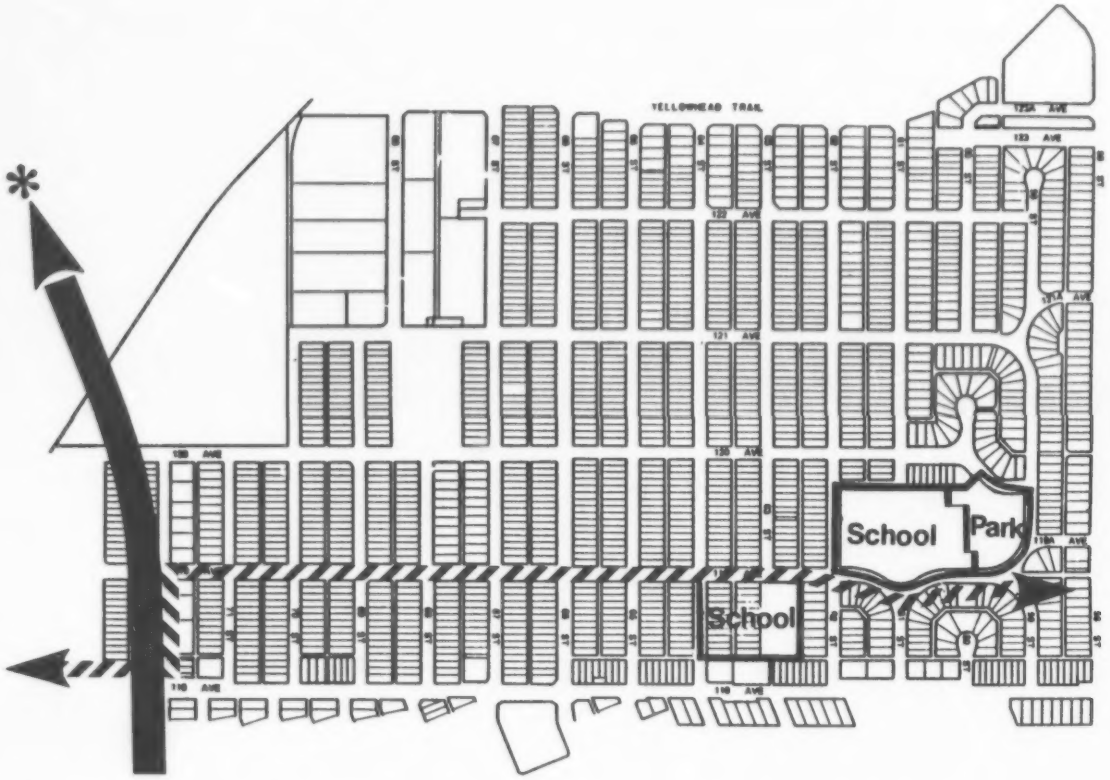
- To improve the security and safe movement of pedestrians.
- To promote greater ease of movement by linking major activity centres in the neighbourhood such as the two schools and the Community League Park.

Summary of Action

- Council will instruct the Engineering Department to provide sidewalk structures and improvements along the south side of 119 Avenue, as outlined in the implementation document.
- Council will instruct Edmonton Power to investigate the feasibility of providing pedestrian-oriented lighting along 119 Avenue, as outlined in the implementation document.
- Council will instruct the Parks and Recreation Department to investigate and undertake the provision of pedestrian amenities such as benches and improved landscaping along 119 Avenue, as outlined in the implementation document.
- Council will instruct the Planning Department to co-ordinate the development of 119 Avenue as a major pedestrian corridor.

PROPOSED PEDESTRIAN CORRIDOR

* PRELIMINARY FREEWAY ALIGNMENT



Explanations

- 118 Avenue and 120 Avenue are both major arterials not suitable for pedestrian corridors.
- The route recommended in this policy offers the most direct and efficient pedestrian linkage between the major community amenity areas such as the Montrose Community League Park and the two elementary schools.
- This Policy conforms with General Municipal Plan Policy 8.F.2: "The City will provide pedestrian facilities within residential areas to provide access to community facilities for recreational or other uses."

PLAN COMPONENT: TRANSPORTATION: PEDESTRIAN CIRCULATION — POLICY NUMBER 2.11

It is the Policy of Council that;

A PEDESTRIAN ACCESS BE PROVIDED ACROSS THE CAPILANO FREEWAY IN THE FUTURE GRADE SEPARATION AT 118 AVENUE.

Objectives

- To facilitate pedestrian access to the Coliseum L.R.T. station.
- To ensure pedestrian safety across the Capilano Freeway.

Summary of Action

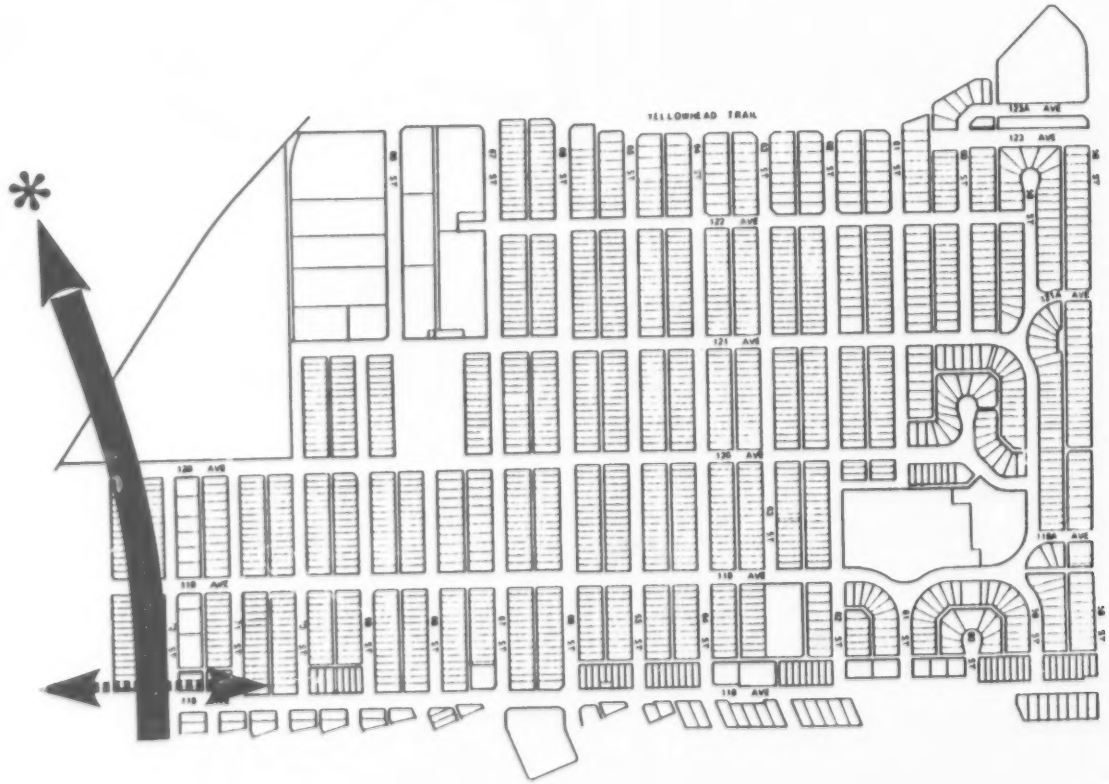
Council will instruct the Transportation Management and Engineering Departments to include this pedestrian connection in their plans and programmes.

Explanations

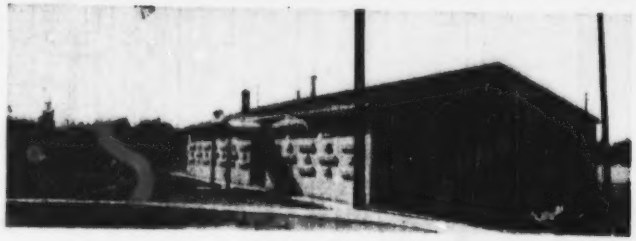
- The Capilano Freeway is a major obstacle for pedestrian access to the Coliseum L.R.T. station. This pedestrian connection will improve accessibility to the L.R.T. station from the area east of the Capilano Freeway.
- 119 Avenue is proposed to be a major pedestrian corridor linking the neighbourhood in an east-west direction. The pedestrian corridor will be routed down 72 Street to link up at 118 Avenue.

PEDESTRIAN WALKWAY

* PRELIMINARY FREEWAY ALIGNMENT



RECREATION POLICIES



PLAN COMPONENT: RECREATION: REDEVELOPMENT LEVY — POLICY NUMBER 3.1

It is the Policy of Council that;

A REDEVELOPMENT LEVY AS OUTLINED IN THE PLANNING ACT, R.S.A. 1980, C.P-9, WILL BE IMPOSED ON FUTURE DEVELOPMENTS IN MONTROSE/SANTA ROSA AND WILL BE EMPLOYED SOLELY FOR THE PURCHASE OF LAND FOR PARK AND OPEN SPACE RECREATIONAL FACILITIES. NO MONIES COLLECTED THROUGH THE LEVY WILL BE ALLOCATED FOR SCHOOLS AS THERE IS NO NEED EXPECTED BEYOND EXISTING FACILITIES.

Objective

- To compensate for increased demand for park space resulting from greater populations.

Summary of Action

- The Administration will apply a redevelopment levy to all future residential, commercial and industrial redevelopment in the Montrose/Santa Rosa Plan Area, in accordance with established procedures governing the collection, administration and disbursement of such development charges.

Explanation

- At present park space in Montrose/Santa Rosa is inadequate. With the propsed land use districts in the area, the population will be doubled and will have an additional park space deficiency of about 2.5 ha (6.2 acres). With the proposed 1 ha parkland on Burns site, the neighbourhood will still have a park space deficiency of about 1.5 ha (3.7 acres).

PLAN COMPONENT: RECREATION: REDEVELOPMENT LEVY — POLICY NUMBER 3.2

It is the Policy of Council that;

MONIES COLLECTED UNDER A REDEVELOPMENT LEVY FOR MONTROSE/ SANTA ROSA WILL BE SPENT ON THE FOLLOWING PROJECTS:

i) Purchase of properties not to exceed 0.2 ha (0.5 acre) in area to connect the Santa Rosa Arena Park with the proposed park on Burns site.

ii) Purchase of properties approximately 1.2 ha (3 acres) in area for a neighbourhood park in the northeast portion of Montrose/Santa Rosa.

Objective

- To allocate monies collected through the redevelopment levy to appropriate areas for parks.

Summary of Action

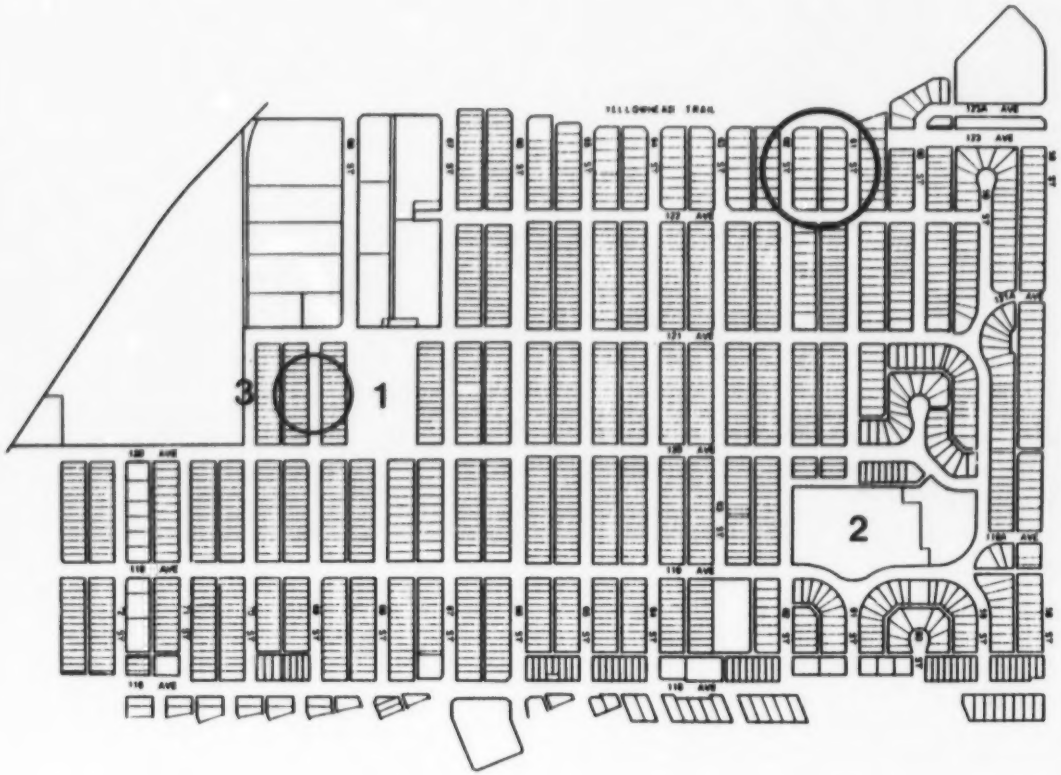
- Council will instruct the Parks and Recreation Department to make the appropriate program adjustment in order to begin site selection and purchase procedures.

Explanations

- The Parks and Recreation Department will use redevelopment funds to purchase properties from either private or other interest groups.

- Presently, Parks and Recreation Department already had about 0.2 ha of undeveloped park land in the northeast portion of the neighbourhood.

FUTURE PARK SPACE ACQUISITION



General area for future park space acquisition

1 Santa Rosa Arena Park

2 Montrose Community League Park

3 Proposed park on Burns site

PLAN COMPONENT: RECREATION: REDEVELOPMENT LEVY

POLICY NUMBER 3.3

It is the Policy of Council that;

AT THE END OF FIVE YEARS FOLLOWING ADOPTION OF THIS BYLAW, THE CITY WILL REVIEW THE STATUS OF REDEVELOPMENT LEVY IN MONTROSE/SANTA ROSA AND RECOMMEND ON THE CONTINUED IMPOSITION OF THE LEVY AND ITS DISPOSITION FOR PURCHASE OF PROPERTIES FOR RECREATIONAL USE.

Objectives

- To ensure that the redevelopment levy is proving to be a useful tool in providing for the recreational needs of Montrose/Santa Rosa.

- To evaluate the desirability of continuing the redevelopment levy.

Summary of Action

The Planning Department in conjunction with the Parks and Recreation Department will initiate a review of the redevelopment levy in Montrose/ Santa Rosa five (5) years after adoption of this Plan.

Explanation

In its current form, the redevelopment levy has not been tested for its effectiveness. At the end of five years, it is expected that some cost-benefit analysis should be done for Montrose/Santa Rosa to ensure that it is accomplishing the purpose for which it was designed. This would be particularly useful in situations where the funds from the redevelopment levy either exceed or fall short of those necessary for the purchase of properties.

It is the Policy of Council that;

THE FOLLOWING CATEGORIES OF DEVELOPMENT SHALL BE EXEMPTED FROM A REDEVELOPMENT LEVY CHARGE:

1. Non-Profit Housing

   According to the definition used in the National Housing Act, a non-profit corporation, is one in which no part of the income is payable to or is otherwise available for the personal benefits of any proprietor, member or shareholder thereof. It is a corporation which is:

   "(i) constructed exclusively for charitable purpose, or
   (ii) a housing corporation all of the shares or capital of which are owned by the government of a province, by a municipality or by an agency of the province or a municipality, or
   (iii) a cooperative association that is constructing, acquiring or improving a housing project with the intention of providing housing to persons, the majority of whom are members of the association who will occupy the housing as owners upon completion of the project."

2. The following developments which require a Development Class 'A' permit under Bylaw No. 5996, being the Edmonton Land Use Bylaw are exempted from redevelopment levy:

   "(1) Subject to the provisions of Section 75 of the Planning Act, R.S.A. 1980, the carrying out of work or maintenance or repair not exceeding a value of $500.00 to any building or structure either lawfully in existence at the effective date of this Bylaw or lawfully constructed thereafter, if the work does not include structural alterations or major works or renovation which will materially alter the structural appearance of the building or structure;

(2) The following residential use and development, except in areas of potential riverbank or ravine slope instability:

(a) erection of a single detached dwelling, with or without an attached garage or carport;
(b) the placement of a Mobile Home;
(c) the accessory residential uses and developments specified below:

i) a single or double detached garage or carport;
ii) a pigeon loft or pigeon house;
iii) structural alterations and building operations which will materially alter the appearance of the structure such as a deck, an enclosed patio, a greenhouse, fireplace or breeze-way;
iv) additional living space within a basement or elsewhere in an existing building that will not result in the development of an additional dwelling or sleeping unit;
v) an open or enclosed, attached or detached swimming pool;

(3) The development of a minor accessory commercial building, including a loading dock or bay, or a similar accessory use.

(4) The following developments:

(a) The demolition of an existing building or structure, except where such building or structure has been designated as an historic resource within the DC1 District.

(b) The demolition of an existing building, except when a development permit has been issued for a new development.

(c) A pedestrian way which is covered, or otherwise enclosed, at, below or above grade.

(d) The erection of towers, poles, television and other communications aerials or masts in a Residential District; or in a Commercial or Industrial District where such structures may cause a load to be placed upon a building through its attachment or placement upon such building."

Objective

- To include information regarding exemptions from the Redevelopment Levy Policy.

Summary of Action

- Council will instruct the Administration to exempt these use classes from the collection of a redevelopment levy.

Explanation

This policy is consistent with the Redevelopment Levy approved by Council.

PLAN COMPONENT: RECREATION: REDEVELOPMENT LEVY

POLICY NUMBER 3.5

It is the Policy of Council that;

THE FOLLOWING WILL APPLY TO THE COLLECTION OF A REDEVELOPMENT LEVY IN THE MONTROSE/SANTA ROSA REDEVELOPMENT PLAN AREA:

i) SUBJECT TO POLICY 3.1, A REDEVELOPMENT LEVY IN THE SUM OF $800 PER DWELLING UNIT SHALL BE IMPOSED ON EACH SUCCESSFUL APPLICANT FOR A DEVELOPMENT PERMIT IN RESPECT TO ANY RESIDENTIAL DEVELOPMENT.

ii) SUBJECT TO POLICY 3.1, A REDEVELOPMENT LEVY OF $9.00 A SQUARE METRE (GROSS) ON COMMERCIAL SPACE SHALL BE IMPOSED ON EACH SUCCESSFUL APPLICANT FOR A DEVELOPMENT PERMIT IN RESPECT TO ANY COMMERCIAL, INDUSTRIAL OR OFFICE DEVELOPMENT.

iii) FOR THOSE DEVELOPMENTS WITH MIXED LAND USE, THE LEVY WILL BE THE SUM OF CHARGES CALCULATED FOR EACH LAND USE.

iv) THE EXEMPTIONS LISTED IN POLICY 3.4 ARE TO BE APPLIED HERE.

v) AS A CONDITION OF ISSUING A DEVELOPMENT PERMIT, AN APPLICANT FOR A DEVELOPMENT PERMIT IN RESPECT TO DEVELOPMENT IN THE REDEVELOPMENT AREA WHEN A REDEVELOPMENT LEVY IS IMPOSED IN ACCORDANCE WITH THE AFOREMENTIONED POLICIES (REFER TO POLICIES 3.1, 3.3 AND 3.4) SHALL ENTER INTO AN AGREEMENT WITH THE CITY CONCERNING PAYMENT AND COLLECTION OF THE REDEVELOPMENT LEVY.

Objective

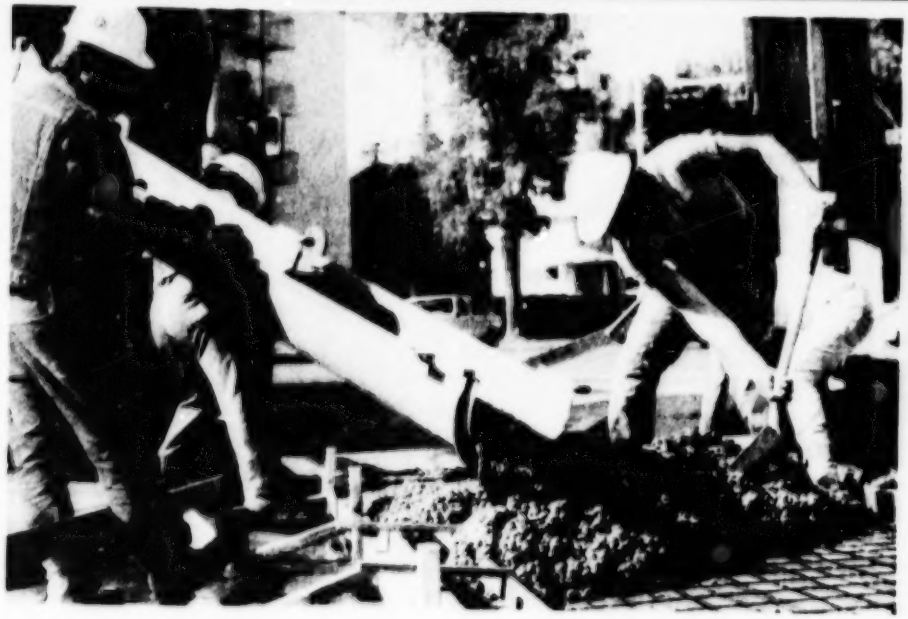
- To establish a fee schedule for the collection of a redevelopment levy.

Summary of Action

- Council will instruct the Administration to collect a redevelopment levy as outlined in Policies 3.1 to 3.5 inclusive.

Explanation

The Planning Act, R.S.A. 1980, authorizes the collection of a redevelopment levy in accordance with a bylaw adopting an Area Redevelopment Plan and leaves the amount of that levy at the discretion of the municipality.



PLAN COMPONENT: MUNICIPAL SERVICES: DEVELOPER RESPONSIBILITY — POLICY NUMBER 4.1

It is the Policy of Council that;

ANY NEW DEVELOPMENT PROPOSED WILL MEET ALL THE SERVICING REQUIREMENTS FOR ALL PUBLIC UTILITIES INVOLVED IN THE PROPOSAL.

Objective

- To ensure compatibility of proposed development with servicing capacity in the area.

Summary of Action

The Development Officer will require the applicant to arrange for the supply of utility services including payment of the costs of installation and construction of any such utility or facility on the advice of the utility departments.

Explanations

- Many of Montrose/Santa Rosa's utilities are already very close to capacity and any redevelopment will have the potential of over-extending present servicing.
- Section 17(3) and 17(4)(d) of the Land Use bylaw allow the Development Officer to require the applicant to make satisfactory arrangements and/or pay all costs of providing the servicing and/or facilities required.

It is the Policy of Council that;

UNLESS OTHERWISE SPECIFIED BY WATER AND SANITATION DEPARTMENT, STORM WATER MANAGMEENT TECHNIQUES ARE REQUIRED ON FUTURE REDEVELOPMENT TO LIMIT THE RATE OF DISCHARGE TO THE SEWER TO ONE HALF INCH PER HOUR PER UNIT ACRE OF THE PROPERTY.

Objective

- To ensure compatibility with sewer capacity in Montrose/Santa Rosa.

Summary of Action

- The Development Officer will enforce this policy on all future development.

Explanations

- The Water and Sanitation Department indicated that except for a few specific locations, the sewer system in Montrose/Santa Rosa will not accommodate increased run-off resulting from redevelopment without on-site storm water run-off retaining features incorporated in the development.

- In the combined sewer districts, the practice of immediately and directly draining parking lots to road drains and/or roofs to service lines via roof leaders increases the potential for sewer surcharge, back-up and flooding problems.

PLAN COMPONENT: MUNICIPAL SERVICES: SIDEWALK PROGRAM

POLICY NUMBER 4.3

It is the Policy of Council that;

SIDEWALKS BE INSTALLED AT PEDESTRIAN CORRIDORS ALONG 119 AVENUE AND BUS ROUTES THROUGH THE ESTABLISHMENT OF A LOCAL BENEFIT AREA.

Objective

- To provide safety and ease for pedestrian travel in areas of frequent pedestrian movement where these facilities do not currently exist.

Summary of Action

- Council will instruct the Finance Department to prepare a Local Improvement Bylaw to allow the construction of sidewalks along the area identified in the Implementation Document.
- Council will instruct the Engineering Department to install sidewalks through the establishment of a Local Benefit Area along the area identified in the Implementation Document.

Explanations

- There are at present no sidewalks along 121 Avenue east of 66 Street, which is a bus route.
- These are also no sidewalk structures along the south side of 119 Avenue west of 64 Street, which is proposed to be a pedestrian corridor.
- Sidewalks increase pedestrian safety and are particularly important along pedestrian corridors.

PLAN COMPONENT: MUNICIPAL SERVICES: CRIME PREVENTION — POLICY NUMBER 4.4

It is the Policy of Council that;

APPROPRIATE CRIME PREVENTION PROGRAMS BE MADE AVAILABLE TO THE COMMUNITY.

Objective

- To promote community awareness of available crime prevention programs.

Summary of Action

- Council will instruct the Police Department to undertake a promotional campaign to inform the residents of Montrose/Santa Rosa of the crime prevention programs outlined in the Implementation Document.

Explanations

- Residents in Montrose/Santa Rosa have indicated petty crimes and vandalism are common problems in the area.
- Programs such as Senior Power, Neighbourhood Watch, and Block Parents are identified by the Police Department as being appropriate for Montrose/Santa Rosa.

It is the Policy of Council that;

ALTERNATIVE COMMUNITY ORIENTED USES OF SCHOOL ROOMS THAT IS COMPLEMENTARY TO THE NORMAL CLASSROOM FUNCTION SHOULD BE ENCOURAGED AND SUPPORTED.

Objectives

- To ensure the facilities of the two school grounds be utilized as much as possible by the public.
- To retain the school function in the community in close proximity to the student population even in the event of declining enrollments.

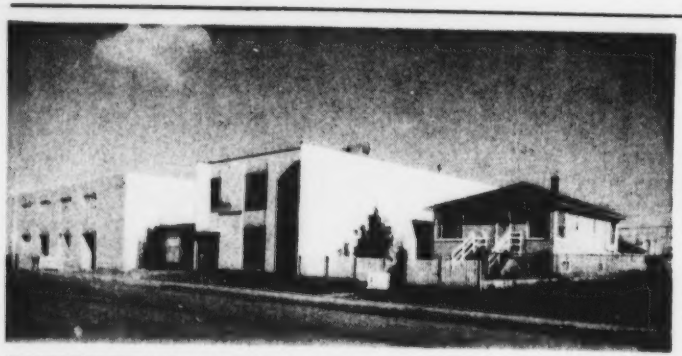
Explanation

- The existence of the two schools enhance the attractiveness of Montrose/Santa Rosa as a stable and viable residential neighbourhood for families with children and therefore the schools should be maintained.

Summary of Action

- Council will instruct the Parks and Recreation Department to negotiate for community oriented uses of school rooms in the City's Joint Use Agreement with the two School Boards.

PROPOSED LAND USES



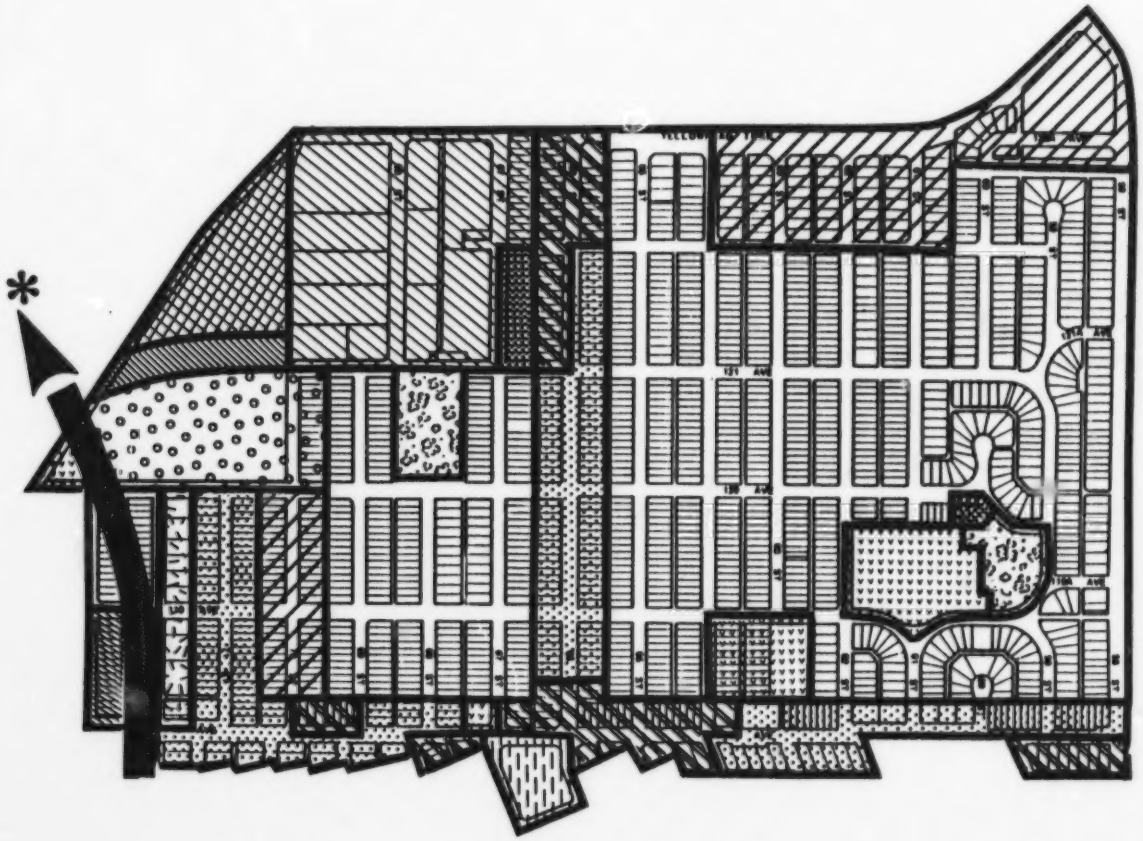
INTRODUCTION

This section outlines the proposed land uses in the Montrose/Santa Rosa Area Redevelopment Plan. It is provided for the convenience of the public and for the guidance of the Development Officer in considering proposed developments and exercising discretion pursuant to the Land Use Bylaw.

Where specific provisions affecting the consideration of Discretionary Uses are indicated, the Development Officer will use them in his discretion to approve, refuse or impose appropriate conditions on a development of a discretionary use in order to implement the specific provisions of the Plan, pursuant to Section 17 of the Land Use Bylaw.

Where specific provisions affecting the consideration of Discretionary Uses or regulations altered by Statutory Plan Overlay are not indicated, the regulations of the Land Use Bylaw pertaining to the District apply.

PROPOSED LAND USES



LEGEND

- Low density redevelopment
- Row housing
- Low rise apartment
- Residential mixed use
- Neighbourhood convenience commercial
- Low intensity business
- Commercial shopping centre
- Commercial office
- Industrial business
- Medium industrial
- Medium industrial/ Industrial business
- Urban services
- Public parks
- Direct control (Medium to high density residential)
- Preliminary freeway extension

RF3 - Low Density Redevelopment District (Section 140, Land Use Bylaw).

Area of Application:

Portions of the area bounded by 58 Street, 118 Avenue, 66 Street and Yellowhead Trail and along 67, 68, and 69 Streets between 118 Avenue and 121 Avenue, designated RF3 in Bylaw 6768 amending the Land Use Bylaw.

Rationale:

To promote renovation of existing single family homes and to enable redevelopment of a compatible scale and character to existing houses in the low density residential areas. (Policies 1.10, 1.12 and 1.13).

Specific Provisions Affecting Consideration of Discretionary Uses:

The Development Officer shall have regard for the following guideline when reviewing development applications for Discretionary uses:

Development shall meet at least one of the following locational criteria:

(a) abutting a commercial or higher density residential district; or,

(b) situated at the intersection of any two roadways.

RF5 - Row Housing District (Section 160, Land Use Bylaw)

Area of Application:

Area along 70 Street between 118 Avenue and 120 Avenue excluding the initial 144 feet from 118 Avenue, designated RF5 in Bylaw 6768 amending the Land Use Bylaw.

Rationale:

To provide a district for row housing in order to achieve the objectives of Policies 1.1, 1.2, 1.3, 1.9, 1.14 and 1.15 of this Plan.

RA7 - Low Rise Apartment District (Section 210, Land Use Bylaw)

Area of Application:

Portions of the area along 66 Street and 118 Avenue and the area along 71 Street between 118 Avenue and 120 Avenue, designated RA7 in Bylaw 6768 amending the Land Use Bylaw.

Rationale:

To provide a district for medium density walk-up type apartments to achieve the objectives of Policies 1.1, 1.2, 1.3, 1.8, and 1.11 of this Plan.

CNC - Neighbourhood Convenience Commercial District (Section 310, Land Use Bylaw)

Area of Application:

Area to the northwest of the Montrose Community League Park, designated CNC in Bylaw 6768 amending the Land Use Bylaw.

Rationale:

To provide a district to accommodate existing convenience commercial and personal service uses on a neighbourhood scale.

CSC - Shopping Centre District (Section 320, Land Use Bylaw)

Area of Application:

Area southwest of the 66 Street and 118 Avenue intersection, designated CSC in Bylaw 6768 amending the Land Use Bylaw.

Rationale:

To reflect the existing land use of the Safeway Store on that particular site.

Specific Provisions Affecting Consideration of Discretionary Uses:

The Development Officer shall have regard to the following guidelines when reviewing development applications for Discretionary Uses:

1. Large scale commercial uses, such as hotel and warehouse sales, which generate high volumes of traffic and vehicular-oriented uses shall be discouraged.

2. Commercial developments which contribute to pedestrian activity at-grade shall be encouraged.

CB1 - Low Intensity Business District (Section 330, Land Use Bylaw)

Area of Application:

Portions of the area along 118 Avenue and at the 66 Street and Yellowhead Trail intersection, designated CB1 in Bylaw 6768 amending the Land Use Bylaw.

Rationale:

To provide a district for low intensity businesses in order to achieve the objectives of Policies 1.17 and 1.18.

CO - Commercial Office District (Section 360, Land Use Bylaw)

Area of Application:

The area east of 73 Street between 118 Avenue and 119 Avenue designated CO in Bylaw 6768 amending the Land Use Bylaw.

Rationale:

To reflect the existing land use of the Forum Inn on those sites and establish a district for medium intenisty office development which compliments the high accessibility to this location due to the Capilano Freeway extension and L.R.T. Station.

Specific Provisions Affecting Consideration of Discretionary Uses:

The Development Officer shall have regard for the following guideline when reviewing development applications for discretionary height limits:

The maximum building height shall not exceed 27 m (89 feet) nor seven storeys.

IB - Industrial Business District (Section 410, Land Use Bylaw)

Area of Application:

Portions of the area bounded by 121 Avenue, 66 Street, Yellowhead Trail, and 67 Street, designated IB in Bylaw 6768 amending the Land Use Bylaw.

Rationale:

To provide a district for industrial businesses which is compatible with the adjacent non-industrial districts.

IM - Medium Industrial District (Section 420, Land Use Bylaw)

Area of Application:

Portions of the area bounded by 121 Avenue, 66 Street, Yellowhead Trail and 70 Street alignment, designated IM in Bylaw 6768 amending the Land Use Bylaw.

Rationale:

To provide a district for industrial activities which confine their impact within their site to achieve the objectives of Policy 1.20.

US - Urban Service District (Section 510, Land Use Bylaw)

Area of Application:

The Montrose Elementary School site, St. Clare School site, and the Edmonton Public Library Highlands Branch site, designated US in Bylaw 6768 amending the Land Use Bylaw.

Rationale:

To reflect the existing land use on those particular sites.

Specific Provisions Affecting Consideration of Discretionary Uses:

All Discretionary Uses are discouraged.

AP - Public Parks District (Section 530, Land Use Bylaw)

Area of Application:

Present sites of the Santa Rosa Arena Park, Montrose Community League Park and the berm along Yellowhead Trail east of 66 Street, designated AP in Bylaw 6768 amending the Land Use Bylaw.

Rationale:

To provide a district for public park lands for active and passive recreational uses.

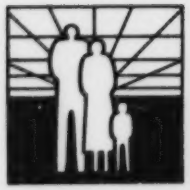
RMX - Residential Mixed Use District (Section 240, Land Use Bylaw)

Area of Application:

The area east of 72 Street between 118 Avenue and 120 Avenue, designated RMX in Bylaw 6768 amending the Land Use Bylaw.

Rationale:

To provide a district primarily for adult oriented apartment accommodation and related commercial uses which compliment the high accessibility to this location due to the Capilano Freeway extension and L.R.T. station. Built form and density should also be compatible with the Objectives of Policies 1.1, 1.2, 1.3 and 1.23 of this Plan.



Montrose/Santa Rosa Area Redevelopment Plan
A Project Of The District Planning Program

THE CITY OF Edmonton PLANNING